STATE ROUTE

District 6

Transportation Concept Report

Office of System Planning June 2002

Caltrans

Caltrans District 6
Office of System Planning

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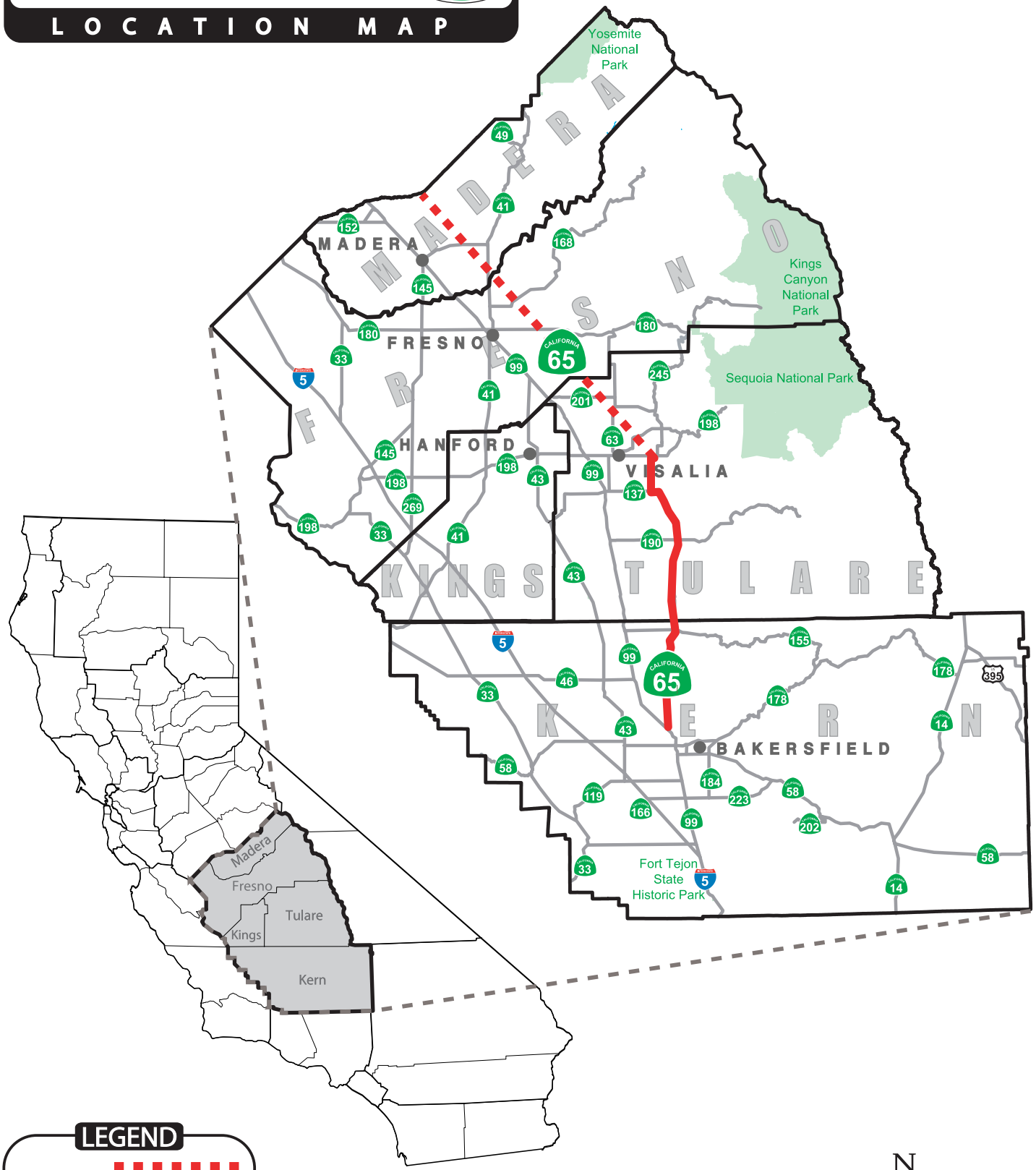
Front cover photos taken along various segments of Route 65.

STATE ROUTE

TRANSPORTATION CONCEPT REPORT

CALIFORNIA 65

LOCATION MAP



pages

I. Introduction

The Transportation Concept Report (TCR) is a long-range system planning document that establishes a planning concept for a state highway corridor through the year 2025, provides route data and information, as well as current (2002) and projected (2010 and 2025) operating characteristics. Considering reasonable financial and physical constraints, the TCR defines the appropriate Concept LOS (level of service) and facility type(s) for each route. It also broadly identifies the nature and extent of improvements needed to attain the Concept LOS.

Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on state highway facilities, or whichever LOS is feasible to attain. For the purpose of this document, capacity-enhancing improvements such as lane additions are the primary focus for LOS attainment. However, operational improvements, such as intersection modifications and passing or weaving lanes, are discussed as interim measures. The TCR also identifies transit and the deployment of Intelligent Transportation Systems (ITS) actions as integral to route corridor development.

The Ultimate Transportation Corridor (UTC), as identified in this TCR, ensures that adequate right-of-way is preserved for ultimate facility projects beyond 2025. However, the UTC does not consider funding as a constraint. Caltrans District 6 System Planning staff should be consulted for the interim right-of-way (prior to ultimate construction) for a specific location along the corridor.

A TCR identifies the initial and conceptual planning phase that leads to subsequent programming and the project development process. Consequently, the specific nature of proposed improvements, such as roadway width, number of lanes, and access control might change in later project development stages.

Final determinations are normally made during the project report and design phases. Therefore, a TCR is a "living document," subject to amendments as conditions change and projects are completed. System Planning staff will update the TCR on a three-to-five year cycle or as needed.

The TCR for State Route 65 was prepared and completed by the System Planning staff in cooperation with local and regional agencies and other Caltrans functional units. As such, it will serve as a guide in cooperative planning and implementation of transportation and land use decisions.

II. Route 65 Description and Purpose

Officially, Route 65 is named an *"All America City Highway"* because the cities of Bakersfield, Porterville, and Lindsay have all been awarded "All America City" status by the National Civic League, and all three cities are linked by Route 65.

The entire route extends from Route 99 near Bakersfield in Kern County to Route 99 near Yuba City in Sutter County. In total, SR 65 is a 302-mile long north-south highway, including 181 miles which are not yet constructed.

In Caltrans District 6, Route 65 begins at the junction of Route 99 in Kern County and continues north through the counties of Tulare, Fresno, and Madera (see Location Map, page "i"). The constructed portion exists from SR 99 in Kern County to Route 198 in Tulare County. The map indicates both the constructed and unconstructed portions of this route. Within District 6, the total length of the route is 146 miles; 81 miles of this is unconstructed. The constructed Kern County portion of the route covers 25 miles of the total length, and the Tulare County portion of the constructed route is approximately 40 miles in length.

The section of SR 65 within District 6 was adopted into the California Highway System in 1933 and is part of the California Freeway and Expressway System and the National Highway System. The unconstructed section from Route 198 to the Merced County Line has not yet been adopted; a Project Study Report for the feasibility of a Route Adoption Study was completed in 2001.

Madera County indicated Route 152 as a preferred terminus for the future route. This route generally passes through flat and rolling terrain along the eastern portion of the Central

Valley. On a year-round basis, it functions as a significant route for recreational traffic to Sequoia and Kings Canyon National Parks. SR 65 also serves as a route for agricultural products with truck volumes ranging from 10 to 27 percent.

Annual Average Daily Traffic (AADT) for Route 65 ranges from a low of 6,000 AADT in Segment 2 Post Mile (PM 1.7-11.9, *KP 2.7-19.2*) in Kern County, to a high of 16,000 AADT in Segment 9 (PM 21.8-28.9; *KP 35.1-46.5*) in Tulare County. Following is an overview of the constructed portion of Route 65.

A. Geometrics, Land Use and Environmental Considerations

Segments 1-4: State Route 99 to the Tulare County line

The southern portion of Route 65 is in Kern County where the land use consists mostly of industrial businesses, oilfields, and open rangeland. The Route is mainly a 2-lane Conventional highway. Segment 2 crosses Poso Creek (PM 8.2, *KP 13.9*). Segment 4 crosses Rag Gulch (PM 23.5, *KP 37.8*).

Environmental considerations to improvements include archaeological and biological resources, water quality concerns at the two drains, and oil fields.

Segments 5-7: Tulare County line to State Route 190 (Porterville)

Through Segments 5-7 Route 65 is a 2-lane Expressway (2E)

Bordered by agricultural land from the Tulare County line to Avenue 56 (PM R7.0, *KP 11.3*) at Ducor, Route 65 is a 2-lane Expressway. It crosses the White River (PM R5.1, *KP 8.6*) and is intersected by the Union Pacific Railroad (PM R5.4, *KP 8.7*). Because the highway crosses the railroad below grade, the railroad separation poses a primary constraint to improvements. The route remains a 2-lane rural highway to the south edge of Porterville.

Environmental/biological concerns include water quality, archaeological resources, and agricultural land conversions.

Segments 8-10: Route 190 to Cedar Avenue (Lindsay and vicinity)

The portion of SR 65 from Lindsay (Segments 8-10) to Route 198 near Exeter (Segments 11-14) has been historically named "*The Orange Belt Highway,*" because of the thousands of acres of orange trees that can be seen from the highway from south of Route 190 to Avenue 228 (PM 28.9, *KP 46.5*), Route 65 passes through the cities of Porterville and Lindsay. The Route crosses the Tule River (PM 18.7, *KP 30.0*) and the Friant-Kern Canal (PM 23.4, *KP 37.6*).

Segments 8-14 are known as "The Orange Belt Highway" because of the thousands of acres of orange trees that are visible from the highway.

From SR 190 to North Grand Avenue (PM 21.0, *KP 33.7*), Route 65 is a 4-lane Freeway. Beyond Linda Vista Avenue, Route 65 is a 4-lane Expressway. The exception is a 2-lane Conventional highway transition from PM 29.7 -30.3, *KP 47.7-48.7*).

The highway is surrounded mostly by developed land, with orchards at the northerly end. Environmental concerns would be centered on the acquisition of ROW and on potential interchange locations north of Westfield Avenue (PM 20.6, *KP 33.2*).

Issues would include archaeological, biological and historic resources, traffic noise, water quality and wetlands at the Tule River crossing, displacement of businesses and residences, and agricultural land conversion.

Segments 11-14: Cedar Avenue to Route 198 (Exeter and vicinity)

From Cedar Avenue near Lindsay to Route 198 (PM 30.3-39.6, *KP 50.7-63.7*) north of Exeter, Route 65 is a 2-lane Conventional highway surrounded mostly by agricultural land. In Segment 11 (PM 30.3-31.5; *KP 48.8-50.7*) SR 65 traverses west on Route 137 for 1.2 miles and then returns to a north-south alignment on Road 196 on Segment 12.

Bordering the highway in Exeter are homes, businesses, Exeter High School, and an athletic park. This segment is planned for a 4-lane Expressway on new alignment along Road 204 (Spruce Avenue). The major environmental concerns include archaeological and biological resources and adopted historic properties, as well as impacts on agriculture.

Specific Environmental Considerations:

Potential specific biological resources - flora and fauna, in the SR 65 corridor from SR 99 to SR 198 include: flora (California Jewel-flower; Kern Mallow; Hoovers Eriastrum; and San Joaquin Wooly-Threads) and fauna (San Joaquin Kit Fox; Blunt-nosed Leopard Lizard; Tipton Kangaroo Rat; San Joaquin Antelope Squirrel; Western Burrowing Owl; Valley Longhorn Elderberry Beetle; Swainson's Hawk; and Vernal Pool Fairy Shrimp).

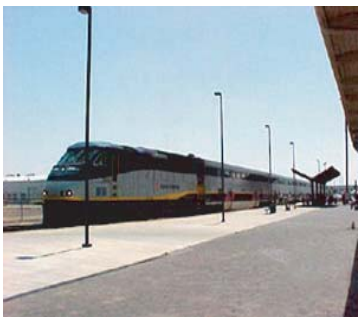

The San Joaquin Kit Fox is one of the listed endangered species along various segments of SR 65

B. Modal Alternatives and Intelligent Transportation Systems (ITS)

Existing transit services in Tulare and Kern counties consist of Greyhound Lines and Orange Belt Stages that provide bus services for the interregional traveler.

These transit carriers stop in Porterville, Lindsay, and Exeter with connections to Bakersfield and Visalia. Porterville has transit services combined with a dial-a-ride service. The cities of Lindsay and Exeter provide dial-a-ride services to local citizens. Tulare County Transit offers service between Porterville, Lindsay and Exeter.

Amtrak rail station services are available in the city of Bakersfield and also provides bus service in the city of Visalia to the Hanford rail station for connections to various locations. The proposed upgrading of the rail line between Porterville and Visalia may help to decrease traffic on Route 65.


Amtrak rail station services are available in the city of Bakersfield.

The route is not designated as a bicycle route in Kern County, but is designated as such in Tulare County. However, Caltrans allows bicycle travel on all segments of this Route except the freeway segment through Porterville.

The Kern Council of Governments (Kern COG), through the creation of the Kern Motorist Aid Authority, operates and maintains a motorist aid call box system within Kern County. Operational and safety efficiency will be enhanced by deployment of Intelligent Transportation System (ITS) technology which may include, but not be limited to: weather and pavement condition sensors, changeable message signs, improved lane markers, and smart call boxes. There are planned ITS projects on Kern 65 at Route 155 (weather station) and on Tulare 65 at Route 190 (closed circuit TV, changeable message signs, and weather station).

III. Concept Rationale

The Concept LOS C designated for Route 65 is consistent throughout the portion within District 6. Except in Porterville, the general character of the highway remains reasonably constant in geometric terms and vehicle mix. A LOS of C represents Route 65 as a Regionally Significant Route which is on the Interregional Road System (IRRS) and has a Federal functional classification as a principal arterial. It is an acceptable and cost-effective LOS for the local and interregional traveler. Route 65 will be improved to a 4-lane Expressway within a 6-lane Freeway right-of-way

(194 feet typical section) over the entire adopted portion to Route 198 by the year 2025. Segment 8 in Porterville will remain a 4-lane Freeway. South of Porterville there are also plans for a 4-lane Expressway to Ducor and intersection improvements on the shorter term of 10 years. State Highway Operation and Protection Program (SHOPP) projects are also programmed on various segments.

IV. State Route 65 Transportation Concept Report Summary Chart: an Overview of Operations, Deficiencies, Transportation Concept, and Ultimate Transportation Corridor

On pages 10 and 11 of the Executive Summary is a foldout (11" x 17") Transportation Concept Summary Chart. The Summary Chart indicates Route 65 is divided into 17 distinct segments (segments 15-17 are unconstructed) that provide descriptive and technical information, both current and forecast, for the State highway. The Summary Chart also has a linear geographic diagram that illustrates the major State and local highway facilities, along with key natural features and city/county boundaries.

It also shows current highway geometrics, i.e., Conventional highway, Expressway, Freeway. A "Chart Explanation" bar defines what is shown on the Chart with the exception of self-explanatory technical information.

The Summary Chart information is complemented by the Fact Sheets following immediately after the Executive Summary. The Fact Sheets, following this Executive Summary, explain in greater detail selected information shown on the Summary Chart but also present other information such as functional classification, route designations, specific segment maps, and more.

A Review of Route 65 Performance: Current and Future

As of the year 2002, Route 65 is operating primarily at LOS D and LOS E from Bakersfield to Route 198 in Tulare County. Segments 8, 9 and 10 (TUL PM 17.7 - 30.3, *KP 28.5-48.8*) show a current LOS A for the year 2002. By the years 2010 and 2025, the LOS is projected to deteriorate on all segments due to associated growth impacts.

The increased population would be expected to add to the overall number of trips to the recreation areas of Sequoia and Kings Canyon National Parks, as well as cause more commuter trips on the local level. The expansion of the agricultural economy will attract additional truck traffic.

Improvements to the existing Route 65 sections, and construction of the unadopted route (Route 198 to Route 152 in Madera County), may relieve Route 99 of congestion in the future. Route 65 is planned for a 4-lane Expressway with the realignment on or near Road 204 (Spruce Avenue) between Route 137 and Route 198. There is an existing route adoption for this facility.

However, a route adoption update is required for the proposed realignment on Road 204. A Route 65/Road 204 Project Study Report (PSR) (February 2000) and Management Investment Study (MIS) (June 1999) have been prepared.

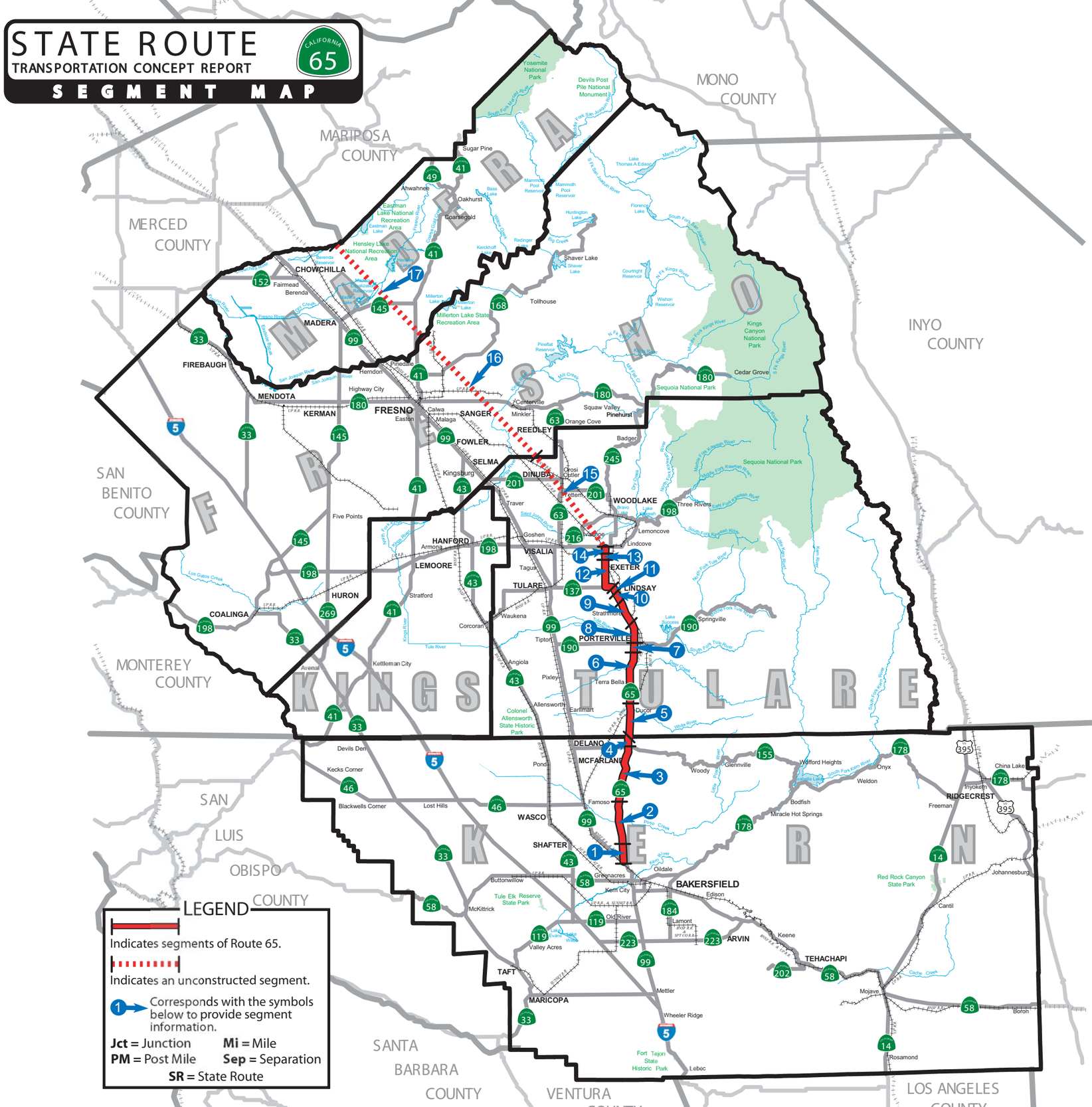
If traffic increases significantly on Routes 65 and 190, the short weaving distances with the interchange at Routes 190 and 65 may be an operations problem. Caltrans may periodically determine other operational or safety concerns through field investigations and technical reports.

The Concept LOS will be met through improvements on all segments, which will be widened to a 4-lane Expressway by the year 2025. There will be no residual capacity deficiencies. Additional right-of-way will be required on all segments to meet the Ultimate Transportation Corridor (UTC) of a 6-lane Freeway.

The interim passing lane projects will support better performance and safety on the short term. It is probable that Intelligent Transportation System (ITS) strategies and transportation alternatives will be deployed as a means to sustain and improve operating conditions.

The projected improvements to Route 65 will occur over a 25-year period of time and will be primarily funded by the Kern and Tulare Regional Improvement Programs (RIP), and Caltrans' Interregional Improvement Program (IIP) funds. Other special funds for project improvements are: the Governor's Traffic Congestion Relief Program (TCRP) administered by Caltrans and other locally administered funds.

STATE ROUTE
TRANSPORTATION CONCEPT REPORT
SEGMENT MAP



LEGEND

Indicates segments of Route 65.

Indicates an unconstructed segment.

1 → Corresponds with the symbols below to provide segment information.

Jct = Junction **Mi** = Mile
PM = Post Mile **Sep** = Separation
SR = State Route

KERN COUNTY

1. **Segment 1:** SR65 PM 0.0 / 1.7 *KP 0.0 / 2.7*
SR 65 / 99 Sep. / 1.0 Mi. N. of 7th Standard Rd.

2. **Segment 2:** SR65 PM 1.7 / 11.9 *KP 2.7 / 19.2*
1.0 Mi. N. of 7th Standard Rd. / Famoso-Woody Rd.

3. **Segment 3:** SR65 PM 11.9 / 23.2 *KP 19.2 / 37.3*
Famoso-Woody Rd. / SR 155

4. **Segment 4:** SR65 PM 23.2 / 25.2 *KP 37.3 / 40.6*
SR 155 / Tulare County line

TULARE COUNTY

5. **Segment 5:** SR65 PM 0.0 / 7.0 *KP 0.0 / 11.3*
Kern County line / Ave. 56

6. **Segment 6:** SR65 PM 7.0 / 16.1 *KP 11.3 / 25.9*
Ave. 56 / Ave. 128

7. **Segment 7:** SR65 PM 16.1 / 17.7 *KP 25.9 / 28.5*
Ave 128 / .5 Mi. S. of SR 190 / 65 Sep.

8. **Segment 8:** SR65 PM 17.7 / 21.8 *KP 28.5 / 35.1*
.5 Mi. S. of SR 190 / 65 Sep. / Linda Vista Ave.

9. **Segment 9:** SR65 PM 21.8 / 28.9 *KP 35.1 / 36.5*
Linda Vista Ave. / Lindmore St.

10. **Segment 10:** SR65 PM 28.9 / 30.3 *KP 36.5 / 48.8*
Lindmore St. / Cedar Ave.

11. **Segment 11:** SR65 PM 30.3 / 31.5 *KP 48.8 / 50.7*
Cedar Ave. / SR 137 - Cairns Corner

12. **Segment 12:** SR65 PM 31.5 / 36.5 *KP 50.7 / 58.7*
SR 137 - Cairns Corner / Glaze Ave.

13. **Segment 13:** SR65 PM 36.5 / 38.1 *KP 58.9 / 61.3*
Glaze Ave. / .2 Mi. N. of Sequoia Dr.

14. **Segment 14:** SR65 PM 38.1 / 39.6 *KP 61.3 / 63.7*
.2 Mi N. of Sequoia Dr. / Jct. SR 198

15. **Segment 15:** SR65 PM 39.6 / 60.1 *KP 63.7 / 96.7*
Jct. SR 198 / Fresno County line *(Unconstructed)*

FRESNO COUNTY

16. **Segment 16:** SR65 PM 0.0 / 35.6 *KP 0.0 / 58.4*
Tulare County line / Madera County line *(Unconstructed)*

MADERA COUNTY

17. **Segment 17:** SR65 PM 0.0 / 24.5 *KP 0.0 / 40.2*
Fresno County line / Merced County line *(Unconstructed)*

V. Programmed Improvements to Route 65

There are programmed highway improvement projects in the State Transportation Improvement Program (STIP) and the Transportation Congestion Relief Program (TCRP) for the entire length of Route 65 over the next 25 years.

Listed below is the range of projects which show:

1) the specific segment;

2) the programming document;

3) A description of the project with specific postmile/kilopost limits and;

4) The projected beginning (Contract Approval) and completion dates of project construction (Completion Target Date). These are capacity-increasing projects only and do not include the State Highway Operations Protection Program (SHOPP), which indicates maintenance, safety and operational projects. SHOPP projects will be indicated on each Segment Fact Sheet.

Segments	Programming Document	Improvement and Description	Begin Construction and Completion Target Dates: Fiscal Years
1 KER PM 0.0-1.7 *KP-0.0-2.7* from Route 65/99 Separation to 1.0 mile north of 7th Standard Road	2000 TCRP/2000 STIP	2-lane Conventional highway (2C) to 4-lane Expressway (4E)	Project Approval & Environmental Documents (PA & ED) 2004/2005 Construction - *Future*
2 KER PM 1.7-11.9 *KP 2.7-19.1* from 1.0 mile north of 7th Standard Road to Famoso-Woody Road	2000 TCRP/2000 STIP	2C to 4E	Project Approval & Environmental Documents (PA & ED) 2004/2005 Construction – *Future*
	2000 TCRP/2000 STIP	2C to 4E and intersection improvements at Famoso-Woody Road (PM 10.9 -13.5)	Begin Construction: 2005/2006 Construction Complete: 2006/2007

Segments	Programming Document	Improvement and Description	Begin Construction and Completion Target Dates: Fiscal Years
3 KER PM 11.9-23.2 *KP 19.1-37.3* from Famoso-Woody Road to Route 155	2000 TCRP/2000 STIP	2C to 4E	Project Approval & Environmental Documents (PA & ED) 2004/2005 Construction - *Future*
	2000 TCRP/2000 STIP	2C to 4E and intersection improvements at Famoso-Woody Road (PM 10.9 - 13.5)	Begin Construction: 2005/2006 Construction Complete: 2006/2007
	2000 TCRP/2000 STIP	2C to 4E and intersection improvements at Route 155 (PM 22.3 - 25.2)	Begin Construction: 2005/2006 Construction Complete:2006/2007
4 KER PM 23.2-25.2 *KP 37.3-40.5* from Route 155 to Tulare County line	2000 TCRP/2000 STIP	2C to 4E	Project Approval & Environmental Documents (PA & ED) 2004/2005 Construction - *Future*
	2000 TCRP/2000 STIP	2C to 4E and intersection improvements at Route 155 (PM 22.3 – 25.2)	Begin Construction: 2005/2006 Construction Complete:2006/2007
5 TUL PM 0.0-7.0 *KP 0.0-11.3* from Kern County line to Avenue 56	2000 TCRP/2000 STIP	2C to 4E	Project Approval & Environmental Documents (PA & ED) 2004/2005 Begin Construction: 2006/2007 Construction Complete: 2009/2010

Segments	Programming Document	Improvement and Description	Begin Construction and Completion Target Dates: Fiscal Years
6 TUL PM 7.0-16.1 *KP 0.0-25.9* from Avenue 56 to Avenue 128	2000 TCRP/2000 STIP	2C to 4E	Project Approval & Environmental Documents (PA & ED) 2004/2005 Begin Construction: 2006/2007 Construction Complete: 2009/2010
7 TUL PM 16.1-17.7 *KP 25.9-28.5* from Avenue 128 to 0.5 miles south of the 65/190 Separation	2000 TCRP/2000 STIP	2C to 4E	Project Approval & Environmental Documents (PA & ED) 2004/2005 Begin Construction: 2006/2007 Construction Complete: 2009/2010
10 - 14 TUL PM 29.5-39.6 *KP 47.5-63.7* from Cedar Avenue to Route 198	1998A STIP	Construct 4-lane Expressway along an existing 2-lane road-Spruce Avenue: new alignment-Exeter bypass-Hermosa Avenue to Route 198	Begin Construction: 2009/2010 Construction Complete: 2012/2013
15 - 17 from Route 198 to Route 152	Not Applicable	Route Adoption Study	*Future*

VI. Route 65 Transportation Concept Report Segment Map

Attached (page 5) is an 11" x 17" foldout TCR Segment Map for Route 65. This map shows the constructed segments on the State highway in Kern and Tulare Counties, and the unconstructed portions in Tulare, Fresno and Madera Counties.

VII. Route 65 Segment Fact Sheets

Following this Executive Summary is a Segment Fact Sheet for each segment of Route 65 (pages 12 - 43).

Each Segment Fact Sheet includes:

1) A brief description;
2) Functional Classification/Route Designations;
3) Transportation Concept;
4) Description - Land Use - Rationale;
5) Segment Map;
6) Planned and Programmed Highway Projects, along with intelligent transportation systems (ITS) and transit services; and
7) Route Concept Deficiencies/Improvements. Refer to each Fact Sheet for specific details.

End of SR 65 at Segment 1, travelling south near the SR65/99 separation in Bakersfield. An "All America City Highway" sign has been installed at this location."

End of constructed portion of SR 65 at Segment 14, travelling north at the junction of SR65/198 separation near Exeter.

VIII. Appendix

A. Glossary - terms used throughout the TCR (pages A-1 through A-6).

B. Reference Sheet - this includes RTPA/MPO addresses, the Air Quality District, references used in the TCR, traffic accident information and transit services (page A-7).

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Transportation Concept Report

State Route 65

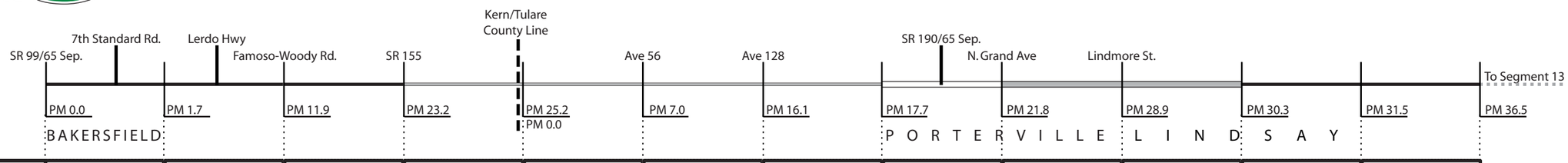
Summary Chart

LEGEND

Conventional / Expressway / Freeway / Unconstructed

Number of Lanes: 2, 4, 6, 8

* Length of Segments Not to Scale



Segment: is self-explanatory except for several data sets:

Rural/Urban: indicates whether the segment is in a rural area or city limits.

Terrain: shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.

Biological/Historical Resource Sensitivity: indicates whether an endangered species of flora and/or fauna is present or a property of historical significance is in the area.

ROW: portrays Right-of-Way (ROW) and geometric data in feet and meters.

Shoulder Range: is a range of treated surface (8' standard), both inside and outside shoulders.

Ultimate (UTC): is the typical ROW needed for the ultimate facility, i.e., 6 lane freeway (6F).

Facility: shows the Existing Facility, the desired facility type (2025 Concept) by 2025-RTPAs and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2025. It also shows whether a passing lane exists.

LOS: The current (2002) LOS (level of service), along with the expected calculated LOS in 2010 and 2025. The 2025 Concept is the target LOS desired, i.e., LOS C, for attainment by 2025-Caltrans.

Deficiency: occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity-improving project is in the STIP, and what the LOS would be with the 2025 Concept Facility improvement.

Directional Split: denotes the split in peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

AADT: signifies Annual Average Daily Traffic.

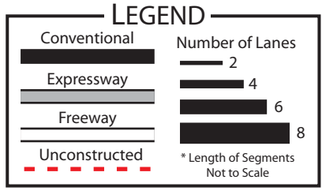
Peak Hour: indicates a representation of the maximum hour of traffic flow during the day.

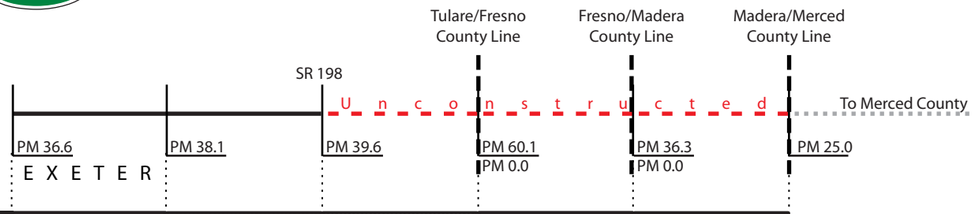
% Trucks: shows the percent of trucks for AADT and Peak Hour.

SEGMENT	1	2	3	4	5	6	7	8	9	10	11	12
County/Route	Kern / 65	Kern / 65	Kern / 65	Kern / 65	Tulare / 65	Tulare / 65	Tulare / 65	Tulare / 65	Tulare / 65	Tulare / 65	Tulare / 65	Tulare / 65
Description Begin	SR 65/99 SEP	1.0 MI (1.61 KM) N. of 7th Standard Rd.	Famoso-Woody Rd.	SR 155	Kern County line	Ave. 56	Ave. 128	.5 MI (.8 KM) S. of SR 190/65 SEP	Linda Vista Ave.	Lindmore St.	Cedar Ave.	Rte. 137/Cairns Corner
Description End	1.0 MI (1.61 KM) N. of 7th Standard Rd.	Famoso-Woody Rd.	SR 155	Tulare County line	Ave. 56	Ave. 128	0.5 MI (.8 KM) S. of SR 190/65 SEP	Linda Vista Ave.	Lindmore St.	Cedar Ave.	SR 137/Cairns Corner	Glaze Ave.
Postmile Limits Begin/End	0.0 / 1.7	1.7 / 11.9	11.9 / 23.2	23.2 / 25.2	0.0 / 7.0	7.0 / 16.1	16.1 / 17.7	17.7 / 21.8	21.8 / 28.9	28.9 / 30.3	30.3 / 31.5	31.5 / 36.5
Kilopost Limits Begin/End	0.0 KP / 2.7 KP	2.7 KP / 19.2 KP	19.2 KP / 37.3 KP	37.3 KP / 40.6 KP	0.0 KP / 11.3 KP	11.3 KP / 25.9 KP	25.9 KP / 28.5 KP	28.5 KP / 35.1 KP	35.1 KP / 46.5 KP	46.5 KP / 48.8 KP	48.8 KP / 50.7 KP	50.7 KP / 58.7 KP
Length (MI/KM)	1.7 MI / 2.7 KM	10.2 MI / 16.4 KM	11.3 MI / 18.2 KM	2.0 MI / 3.2 KM	7.0 MI / 11.3 KM	9.1 MI / 14.6 KM	1.6 MI / 2.6 KM	4.1 MI / 6.6 KM	7.1 MI / 11.4 KM	1.4 MI / 2.3 KM	1.2 MI / 1.9 KM	5.0 MI / 8.0 KM
Rural/Urban	URBAN	RURAL	RURAL	RURAL	RURAL	RURAL	URBAN	URBAN	RURAL	RURAL	RURAL	RURAL
Terrain	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL
Biological Resource Sensitivity	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Historical Resources	No	Yes	No	No	NO	Yes	No	Yes	Yes	NO	No	No
ROW: Range Existing (FT)	110.0 / 167.0 FT	110.0 / 155.0 FT	110.0 / 110.0 FT	110.0 / 160.0 FT	110.0 / 186.0 FT	161.0 / 216.0 FT	166.0 / 166.0 FT	166.0 / 194.0 FT	60.0 / 170.0 FT	80.0 / 142.0 FT	80.0 / 80.0 FT	50.0 / 80.0 FT
ROW: Range Existing (M)	33.5 / 50.9 M	33.5 / 47.2 M	33.5 / 33.5 M	33.5 / 48.8 M	33.5 / 56.7 M	49.1 / 65.8 M	50.6 / 50.6 M	50.6 / 59.1 M	18.3 / 51.8 M	24.4 / 43.3 M	24.4 / 24.4 M	15.2 / 24.4 M
Median Range (FT)	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 12.0 FT	0.0 / 46.0 FT	0.0 / 48.0 FT	46.0 / 48.0 FT	0.0 / 48.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT
Median Range (M)	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 3.7 M	0.0 / 14.0 M	0.0 / 14.6 M	14.0 / 14.6 M	0.0 / 14.6 M	0.0 / 0.0 M	0.0 / 0.0 M
Shoulder Range (FT)	5.0 / 8.0 FT	8.0 / 8.0 FT	5.0 / 5.0 FT	5.0 / 5.0 FT	7.0 / 8.0 FT	8.0 / 8.0 FT	8.0 / 11.0 FT	8.0 / 11.0 FT	8.0 / 8.0 FT	8.0 / 8.0 FT	8.0 / 8.0 FT	2.0 / 2.0 FT
Shoulder Range (M)	1.5 / 2.4 M	2.4 / 2.4 M	1.5 / 1.5 M	1.5 / 1.5 M	2.1 / 2.4 M	2.4 / 2.4 M	2.4 / 3.4 M	2.4 / 3.4 M	2.4 / 2.4 M	2.4 / 2.4 M	2.4 / 2.4 M	0.6 / 0.6 M
Lane Width (FT/M)	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M
Ultimate ROW (FT/M)	194.0 FT / 59.1 M	194.0 FT / 59.1 M	194.0 FT / 59.1 M	194.0 FT / 59.1 M	194.0 FT / 59.1 M	194.0 FT / 59.1 M	194.0 FT / 59.1 M	194.0 FT / 59.1 M	194.0 FT / 59.1 M	194.0 FT / 59.1 M	194.0 FT / 59.1 M	194.0 FT / 59.1 M
Facility: Existing	2C	2C	2C	2E	2E	2E	2E	4F	4E	4E	2C	2C
2025 Concept	4E	4E	4E	4E	4E	4E	4E	4F	4E	4E	4E	4E
UTC	6F	6F	6F	6F	6F	6F	6F	6F	6F	6F	6F	6F
Passing Lanes	No	No	No	No	No	Yes	No	No	No	No	No	No
LOS: 2002	E	D	D	D	D	D	D	A	A	A	E	C
2010 / 2025	E / F	E / E	D / E	E / E	E / F	E / F	F / F	A / B	A / B	B / C	E / F	D / E
Deficiency/Year Deficient	Yes / 2002	Yes / 2002	Yes / 2002	Yes / 2002	Yes / 2002	Yes / 2002	Yes / 2002	No / N/A	No / N/A	No / N/A	Yes / 2002	Yes / 2010
Project in STIP/RTP (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes
LOS W/ Concept Improvement	B	A	A	A	B	C	D	N/A	N/A	N/A	C	A
Directional Split (Peak Hour)	60/40	60/40	60/40	70/30	70/30	70/30	70/30	60/40	60/40	60/40	60/40	60/40
AADT: 2002	12,300	8,800	6,000	7,200	7,200	8,300	10,300	15,900	16,000	15,900	13,700	5,700
2010 / 2025	15,990 / 22,017	10,736 / 13,904	7,260 / 9,120	8,712 / 10,944	10,656 / 17,352	14,110 / 27,390	17,098 / 31,930	22,737 / 30,369	20,960 / 29,280	22,737 / 35,775	20,276 / 32,743	8,151 / 12,540
Peak Hour: 2002	1,476	1,056	720	864	936	1,079	1,339	959	1,072	1,065	1,370	627
2010 / 2025	1,919 / 2,642	1,288 / 1,668	871 / 1,094	1,045 / 1,313	1,385 / 2,256	1,834 / 3,561	2,223 / 4,151	1,371 / 1,832	1,404 / 1,962	1,523 / 2,396	2,028 / 3,274	897 / 1,379
% Trucks: AADT / Peak Hour	17 / 20 %	17 / 27 %	12 / 40 %	10 / 30 %	12 / 30 %	10 / 20 %	9 / 18 %	11 / 20 %	12 / 15 %	9 / 15 %	9 / 15 %	12 / 22 %

Transportation Concept Report

State Route 65





Segment: is self-explanatory except for several data sets:

Rural/Urban: indicates whether the segment is in a rural area or city limits.

Terrain: shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.

Biological/Historical Resource Sensitivity: indicates whether an endangered species of flora and/or fauna is present or a property of historical significance is in the area.

ROW: portrays Right-of-Way (ROW) and geometric data in feet and meters.

Shoulder Range: is a range of treated surface (8' standard), both inside and outside shoulders.

Ultimate (UTC): is the typical ROW needed for the ultimate facility, i.e., 6 lane freeway (6F).

Facility: shows the Existing Facility, the desired facility type (2025 Concept) by 2025-RTPAs and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2025. It also shows whether a passing lane exists.

LOS: The current (2002) LOS (level of service), along with the expected calculated LOS in 2010 and 2025. The 2025 Concept is the target LOS desired, i.e., LOS C, for attainment by 2025-Caltrans.

Deficiency: occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity-improving project is in the STIP, and what the LOS would be with the 2025 Concept Facility improvement.

Directional Split: denotes the split in peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

AADT: signifies Annual Average Daily Traffic.

Peak Hour: indicates a representation of the maximum hour of traffic flow during the day.

% Trucks: shows the percent of trucks for AADT and Peak Hour.

SEGMENT	13	14	15	16	17
County/Route	Tulare / 65	Tulare / 65	Tulare / 65	Fresno / 65	Madera / 65
Description Begin	Glaze Ave.	.2 MI (.32 KM) N. of Sequoia Dr.	Rte. 198	SR 168	SR 41
Description End	.2 MI (.32 KM) N. of Sequoia Dr.	SR 198	Fresno County line	Madera County line	Merced County line
Postmile Limits Begin/End	36.6 / 38.1	38.1 / 39.6	39.6 / 60.1	0.0 / 36.3	0.0 / 25.0
Kilopost Limits Begin/End	58.9 KP / 61.3 KP	61.3 KP / 63.7 KP	63.7 KP / 96.7 KP	0.0 KP / 58.4 KP	0.0 KP / 40.2 KP
Length (MI/KM)	1.5 MI / 2.4 KM	1.5 MI / 2.4 KM	20.5 MI / 33.0 KM	36.3 MI / 58.4 KM	25.0 MI / 40.2 KM
Rural/Urban	URBAN	RURAL	RURAL	RURAL	RURAL
Terrain	LEVEL	LEVEL	(unconstructed)	(unconstructed)	(unconstructed)
Biological Resource Sensitivity	Yes	Yes			
Historical Resources	Yes	Yes			
ROW: Range Existing (FT)	50.0 / 80.0 FT	80.0 / 80.0 FT	/ FT	/ FT	/ FT
ROW: Range Existing (M)	15.2 / 24.4 M	24.4 / 24.4 M	/ M	/ M	/ M
Median Range (FT)	0.0 / 0.0 FT	0.0 / 0.0 FT	/ FT	/ FT	/ FT
Median Range (M)	0.0 / 0.0 M	0.0 / 0.0 M	/ M	/ M	/ M
Shoulder Range (FT)	2.0 / 16.0 FT	8.0 / 8.0 FT	/ FT	/ FT	/ FT
Shoulder Range (M)	0.6 / 4.9 M	2.4 / 2.4 M	/ M	/ M	/ M
Lane Width (FT/M)	12.0 FT / 3.7 M	12.0 FT / 3.7 M	FT / M	FT / M	FT / M
Ultimate ROW (FT/M)	194.0 FT / 59.1 M	194.0 FT / 59.1 M	194.0 FT / 59.1 M	194.0 FT / 59.1 M	194.0 FT / 59.1 M
Facility: Existing	2C	2C	N/A	N/A	N/A
2025 Concept	4E	4E	N/A	N/A	N/A
UTC	6F	6F	6F	6F	6F
Passing Lanes	No	No			
LOS: 2002	D	D			
2010 / 2025	E / F	E / F	N/A / N/A	N/A / N/A	N/A / N/A
Deficiency/Year Deficient	Yes / 2002	Yes / 2002	N/A / N/A	N/A / N/A	N/A / N/A
Project in STIP/RTP (Y/N)	Yes	YES	N/A	N/A	N/A
LOS W/ Concept Improvement	B	B	N/A	N/A	N/A
Directional Split (Peak Hour)	60/40	60/40	N/A	N/A	N/A
AADT: 2002	9,100	10,300	0	0	0
2010 / 2025	13,923 / 23,569	15,038 / 24,102	0 / 0	0 / 0	0 / 0
Peak Hour: 2002	1,001	1,133	0	0	0
2010 / 2025	1,532 / 2,593	1,654 / 2,651	0 / 0	0 / 0	0 / 0
% Trucks: AADT / Peak Hour	10 / 15 %	10 / 15 %	N/A / N/A %	N/A / N/A %	N/A / N/A %

TRANSPORTATION CONCEPT REPORT
FACT SHEETS
STATE ROUTE 65
MARCH 2001

Segment:	1 of 17	**Route:**	65	**County:**	Kern	**Rural or Urban:**	URBAN
Length (MI):	1.7	**Length (KM):**	2.7	**From:**	SR 65/99 SEP		
Begin PM:	0.0	**Begin KP:**	0.0				
End PM:	1.7	**End KP:**	2.7	**To:**	1.0 MI (1.61 KM) N. of 7th Standard Rd.		

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS)	YES	IRRS	YES	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	YES			
Regionally Significant	YES	Nat'l Truck Network (NTN)	STAA	NO = Non NTN; STAA = Yes, NTN STAA trucks; TA = Yes, Terminal Access
STRAHNET	NO			
Lifeline	NO	Scenic	NO	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	2C
Concept Facility (2025)	4E
Ultimate Facility	6F
2002 LOS-Existing	E
Concept LOS	C

Existing Right-of-Way

Feet (from/to): 110.0 / 167.0

Meters (from/to): 33.5 / 50.9

Ultimate Right-of-Way

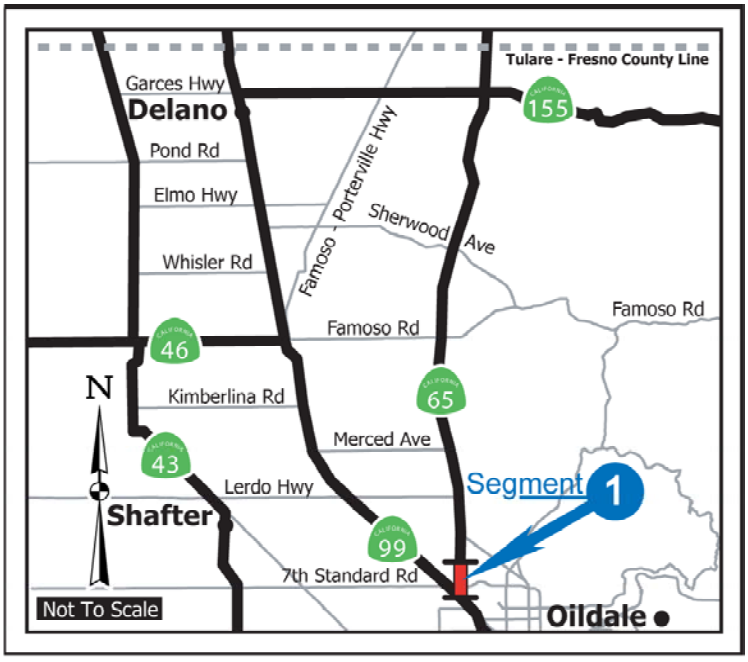
Feet: 194.0

Meters: 59.1

Description - Land Use - Rationale:

Segment 1 covers flat terrain in an urban area. The segment is presently a 2-lane Conventional highway, with proposed improvements to a 4-lane Expressway. The Ultimate Transportation Corridor (UTC) is 194'. This Bakersfield segment of SR 65 starts at the junction of SR 99 in the urbanized area and travels east of SR 99 in a south-north direction. The urbanized area includes industrial and commercial development. Land uses will expand for this segment in the future and may present right-of-way and environmental issues. The AADT of 12,300 is higher than the AADT for Segments 2-7 on SR 65.

This segment is expected to operate at LOS B as an improved facility in the year 2025, with LOS C as the Concept LOS due to the regional importance of the route.



Route Concept Deficiencies/Improvements

This is currently a deficient segment. The existing LOS E falls below the Concept LOS C. Widening to a 4-lane Expressway will meet the deficiency.

Year Deficient: 2002

LOS with Improvement (2025): B

Local and/or RTP LOS Standards:

General Plan: Kern County, LOS D

General Plan and/or RTP Classification Standards: Expressway

TRANSPORTATION CONCEPT REPORT
FACT SHEETS
STATE ROUTE 65
MARCH 2001

Intelligent Transportation Systems (ITS):

Changeable Message Signs - KER 65 Near 7th Standard Rd. - Scheduled

Planned Projects: (In RTP or ITSP - to 25 years)

1998 RTP: KER 65 PM 0.2-25.2/ KP 0.0-40.5--North of Bakersfield from 7th Standard Rd. to Kern County line: *widen from 2 to 4 lanes (Future)*

Programmed Projects: (In STIP, TCRP, or SHOPP)

2000 TCRP/2000 STIP: KER 65 - PM 0.0-25.2/*KP 0.0-40.5*--From Route 65/99 SEP to the Tulare County line: *2-lane Conventional highway (2C) to 4-lane Expressway (4E) Project Approval & Environmental Documents (PA&ED) -- 2007 - Begin Construction/Construction Complete: Future*

Transit Services:

Intercity transit consists of Greyhound Lines, Orange Belt Stages, and Amtrak route connections in the city of Bakersfield. Amtrak bus connections to the Hanford rail station are available in the city of Visalia.

TRANSPORTATION CONCEPT REPORT
FACT SHEETS
STATE ROUTE 65
MARCH 2001

Segment:	2 of 17	**Route:**	65	**County:**	Kern	**Rural or Urban:**	RURAL
Length (MI):	10.2	**Length (KM):**	16.4	**From:**	1.0 MI (1.61 KM) N. of 7th Standard		
Begin PM:	1.7	**Begin KP:**	2.7				
End PM:	11.9	**End KP:**	19.2	**To:**	Famoso-Woody Rd.		

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS)	YES	IRRS	YES	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	YES			
Regionally Significant	YES	Nat'l Truck Network (NTN)	STAA	NO = Non NTN; STAA = Yes, NTN STAA trucks; TA = Yes, Terminal Access
STRAHNET	NO			
Lifeline	NO	Scenic	NO	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	2C
Concept Facility (2025)	4E
Ultimate Facility	6F
2002 LOS-Existing	D
Concept LOS	C

Existing Right-of-Way

Feet (from/to): 110.0 / 155.0

Meters (from/to): 33.5 / 47.2

Ultimate Right-of-Way

Feet: 194.0

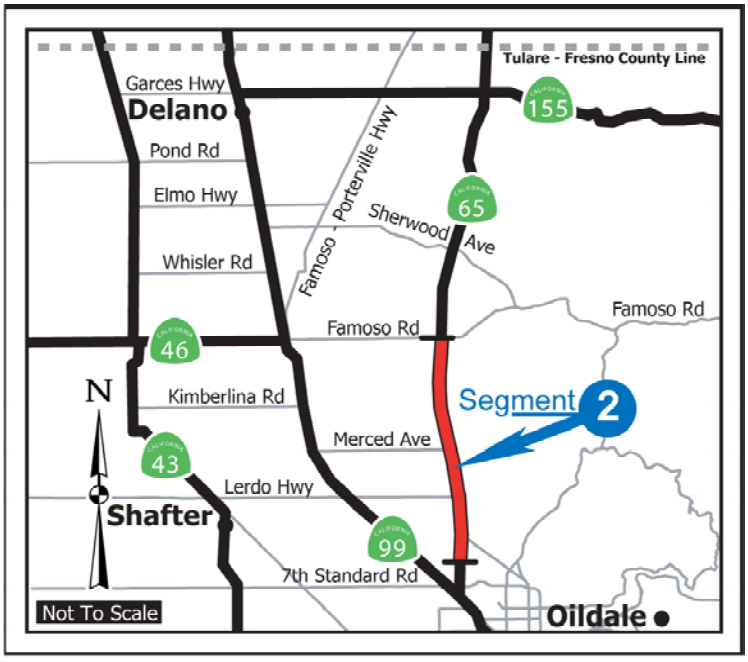
Meters: 59.1

Description - Land Use - Rationale:

The segment traverses flat terrain and is a presently a 2-lane Conventional highway, with proposed improvement to a 4-lane Expressway. The UTC is 194'. This segment includes oil fields (wells, tanks, and storage transfer facilities), grazing and open lands. Small hills border the shoulder of this segment. Lane improvements may require grading of the hilly terrain.

The presence of oil fields may pose an enviromental/safety concern when widening to a 4-lane Expressway. In general, environmental constraints to improvements include archaeological and biological resources, and water quality concerns at Poso Creek .

This segment is expected to operate at LOS A as an improved facility in the year 2025, with LOS C as the Concept LOS due to the regional importance of the route.



Route Concept Deficiencies/Improvements

This is currently a deficient segment. The existing LOS D falls below the Concept LOS C. Widening to a 4-lane Expressway will meet the deficiency.

Year Deficient: 2002

LOS with Improvement (2025): A

Local and/or RTP LOS Standards:

General Plan: Kern County, LOS D

General Plan and/or RTP Classification Standards: Expressway

TRANSPORTATION CONCEPT REPORT
FACT SHEETS
STATE ROUTE 65
MARCH 2001

Intelligent Transportation Systems (ITS):

There are no ITS projects planned at this time.

Planned Projects: (In RTP or ITSP - to 25 years)

1998 RTP: KER 65 PM 0.2-25.2/ KP 0.0-40.5--North of Bakersfield from 7th Standard Rd. to Kern County line: *widen from 2 to 4 lanes (Future)*

Programmed Projects: (In STIP, TCRP, or SHOPP)

2000 TCRP/2000 STIP: KER 65 - PM 0.0-25.2/KP 0.0-40.5--From Route 65/99 SEP to the Tulare County line: *2-lane Conventional highway (2C) to 4-lane Expressway (4E) - Project Approval & Environmental Documents (PA&ED) -- 2007 - Begin Constructionl/Construction Complete: Future*

2000 TCRP/2000 STIP*: KER 65 - PM 10.9-13.5/KP 17.5-21.7-- At Famoso-Woody Road: 2-lane Conventional highway (2C) to 4-lane Expressway (4E) and intersection improvements - Begin Construction: 2005/2006 Construction Complete: 2006/2007*

Transit Services:

Intercity transit consists of Greyhound Lines, Orange Belt Stages, and Amtrak route connections in the City of Bakersfield. Amtrak bus connections to the Hanford rail station are available in Visalia.

TRANSPORTATION CONCEPT REPORT
FACT SHEETS
STATE ROUTE 65
MARCH 2001

Segment:	3 of 17	**Route:**	65	**County:**	Kern	**Rural or Urban:**	RURAL
Length (MI):	11.3	**Length (KM):**	18.2	**From:**	Famoso-Woody Rd.		
Begin PM:	11.9	**Begin KP:**	19.2				
End PM:	23.2	**End KP:**	37.3	**To:**	SR 155		

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS)	YES	IRRS	YES	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	YES			
Regionally Significant	YES	Nat'l Truck Network (NTN)	STAA	NO = Non NTN; STAA = Yes, NTN STAA trucks; TA = Yes, Terminal Access
STRAHNET	NO			
Lifeline	NO	Scenic	NO	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	2C
Concept Facility (2025)	4E
Ultimate Facility	6F
2002 LOS-Existing	D
Concept LOS	C

Existing Right-of-Way

Feet (from/to): 110.0 / 110.0

Meters (from/to): 33.5 / 33.5

Ultimate Right-of-Way

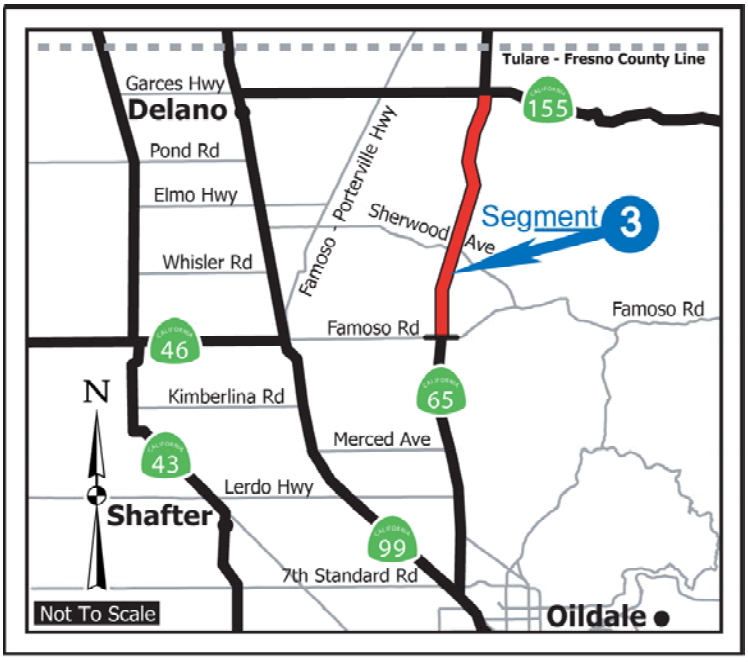
Feet: 194.0

Meters: 59.1

Description - Land Use - Rationale:

Segment 3 traverses flat terrain. The rural segment crosses oil fields and open land. Present land use is not expected to change in the foreseeable future. This segment is a 2-lane Conventional highway, with proposed improvements to a 4-lane Expressway. The UTC is 194'. The segment is both above and below grade. Lane improvements may require grading of the hilly terrain. In general, environmental constraints to improvements include archaeological and biological resources.

This segment is expected to operate at LOS A as an improved facility in the year 2025, with LOS C as the Concept LOS due to the regional importance of the route.



Route Concept Deficiencies/Improvements

This is currently a deficient segment. The existing LOS D falls below the Concept LOS C. Widening to a 4-lane Expressway will meet the deficiency.

Year Deficient: 2002

LOS with Improvement (2025): A

Local and/or RTP LOS Standards:

General Plan: Kern County, LOS D

General Plan and/or RTP Classification Standards: Expressway

TRANSPORTATION CONCEPT REPORT
FACT SHEETS
STATE ROUTE 65
MARCH 2001

Intelligent Transportation Systems (ITS):

Weather Station - KER 65 - On Schedule
Closed Circuit TV - Future

Planned Projects: (In RTP or ITSP - to 25 years)

1998 RTP: KER 65 PM 0.2-25.2/
KP 0.0-40.5--North of Bakersfield from 7th Standard Rd. to Kern County line: *widen from 2 to 4 lanes (Future)*

Programmed Projects: (In STIP, TCRP, or SHOPP)

2000 TCRP/2000 STIP: KER 65 - PM 0.0-25.2/KP 0.0-40.5--From Route 65/99 SEP to the Tulare County line: *2-lane Conventional highway (2C) to 4-lane Expressway (4E) Project Approval & Environmental Documents (PA&ED) -- 2007 - Begin Construction/Construction Complete: Future*

2000 TCRP/2000 STIP: *KER 65 - PM 10.9-13.5/KP 17.5-21.7-At Famoso-Woody Road: 2-lane Conventional highway (2C) to 4-lane Expressway (4E) and intersection improvements -*
Begin Construction: 2005/2006
Construction Complete: 2006/2007

2000 TCRP/2000 STIP: *KER 65 - PM 22.3-25.2/KP 35.8-40.5--2-lane Conventional highway (2C) to 4-lane Expressway (4E) and intersection improvements at Route 155 - Begin Construction: 2005/2006*
Construction Complete: 2006/2007

2000 SHOPP: KER 65 - PM 12.0-25.2/KP 19.3-40.6--Near Ducor north of Famoso-Woody Road to Kern Tulare County line: *rehabilitate roadway*
Begin Construction: 2000/2001
Construction Complete: 2001/2002

Transit Services:

Intercity transit consists of Greyhound Lines, Orange Belt Stages, and Amtrak route connections in Bakersfield. Amtrak bus connections to the Hanford rail station are available in the city of Visalia.

TRANSPORTATION CONCEPT REPORT
FACT SHEETS
STATE ROUTE 65
MARCH 2001

Segment:	4 of 17	**Route:**	65	**County:**	Kern	**Rural or Urban:**	RURAL
Length (MI):	2.0	**Length (KM):**	3.2	**From:**	SR 155		
Begin PM:	23.2	**Begin KP:**	37.3	**To:**	Tulare County line		
End PM:	25.2	**End KP:**	40.6				

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS)	YES	IRRS	YES	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	YES			
Regionally Significant	YES	Nat'l Truck Network (NTN)	STAA	NO = Non NTN; STAA = Yes, NTN STAA trucks; TA = Yes, Terminal Access
STRAHNET	NO			
Lifeline	NO	Scenic	NO	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	2E
Concept Facility (2025)	4E
Ultimate Facility	6F
2002 LOS-Existing	D
Concept LOS	C

Existing Right-of-Way

Feet (from/to): 110.0 / 160.0

Meters (from/to): 33.5 / 48.8

Ultimate Right-of-Way

Feet: 194.0

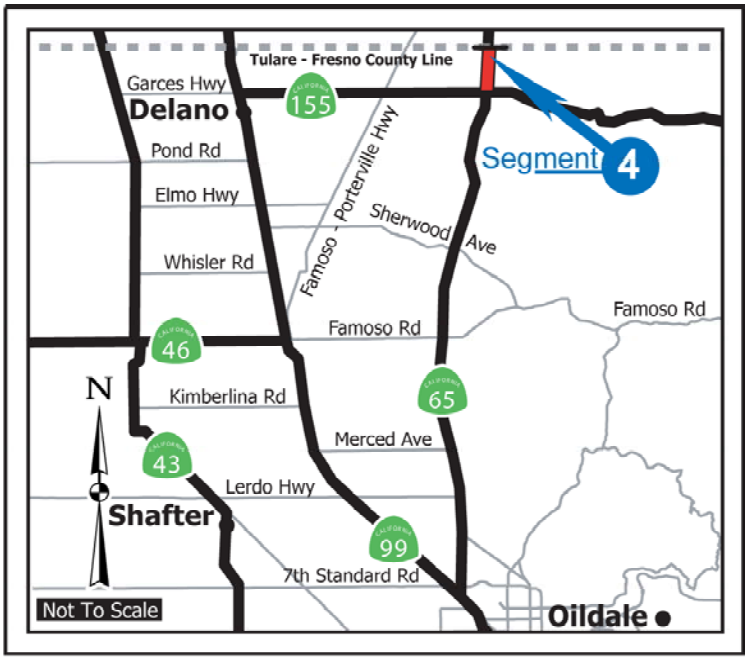
Meters: 59.1

Description - Land Use - Rationale:

Segment 4 continues on flat terrain from Kern (PM 23.2) to the Tulare County line (PM 0.0). This segment begins the 2-lane Expressway for SR 65, with proposed improvement to 4-lane Expressway with a UTC of 194'. Route 65 crosses Rag Gulch (PM 23.5) near SR155.

Environmental concerns exist at the Rag Gulch drainage. The segment has extensive citrus tree groves and agricultural land use is not expected to change in the near future. Also, environmental concerns to improvements include archaeological and biological resources.

This segment is expected to operate at LOS A as an improved facility in the year 2025, with LOS C as the Concept LOS due to the regional importance of the route.



Route Concept Deficiencies/Improvements

This is currently a deficient segment. The existing LOS D falls below the Concept LOS C. Widening to a 4-lane Expressway will meet the deficiency.

Year Deficient: 2002

LOS with Improvement (2025): A

Local and/or RTP LOS Standards:

General Plan: Kern County, LOS D

General Plan and/or RTP Classification Standards: Expressway

TRANSPORTATION CONCEPT REPORT
FACT SHEETS
STATE ROUTE 65
MARCH 2001

Intelligent Transportation Systems (ITS):

There are no ITS projects planned at this time.

Planned Projects: (In RTP or ITSP - to 25 years)

1998 RTP: KER 65 PM 0.2-25.2/
KP 0.0-40.5--North of Bakersfield from 7th Standard Rd. to Kern County line: *widen from 2 to 4 lanes (Future)*

Programmed Projects: (In STIP, TCRP, or SHOPP)

2000 TCRP/2000 STIP: KER 65 - PM 22.3-25.2/KP 35.8-40.5--From Route 65/99 SEP to the Tulare County line: *2-lane Conventional highway (2C) to 4-lane Expressway (4E) Project Approval & Environmental Documents (PA&ED) -- 2007 - Begin Construction/Construction Complete: Future*

2000 TCRP/2000 STIP*: KER 65 - PM 22.3-25.2/KP 35.8-40.5--2-lane Conventional highway (2C) to 4-lane Expressway (4E) and intersection improvements at Route 155 -*
Begin Construction: 2005/2006
Construction Complete: 2006/2007

2000 SHOPP: KER 65 - PM 12.0-25.2/KP 19.3-40.6--Near Ducor north of Famoso-Woody Road to Kern Tulare County line: *rehabilitate roadway*
Begin Construction: 2000/2001
Construction Complete: 2001/2002

Transit Services:

Intercity Transit consists of Orange Belt Stages route connections between Bakersfield in the south and Visalia in the north. Greyhound Lines offers service in the cities of Porterville, Lindsay and Exeter. Amtrak train connections are available in the city of Bakersfield. Amtrak bus connections to the Hanford rail station are available in the city of Visalia.

TRANSPORTATION CONCEPT REPORT
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STATE ROUTE 65
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Segment:	5 of 17	**Route:**	65	**County:**	Tulare	**Rural or Urban:**	RURAL
Length (MI):	7.0	**Length (KM):**	11.3	**From:**	Kern County line		
Begin PM:	0.0	**Begin KP:**	0.0				
End PM:	7.0	**End KP:**	11.3	**To:**	Ave. 56		

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS)	YES	IRRS	YES	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	YES			
Regionally Significant	YES	Nat'l Truck Network (NTN)	STAA	NO = Non NTN; STAA = Yes, NTN STAA trucks; TA = Yes, Terminal Access
STRAHNET	NO			
Lifeline	NO	Scenic	NO	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	2E
Concept Facility (2025)	4E
Ultimate Facility	6F
2002 LOS-Existing	D
Concept LOS	C

Existing Right-of-Way

Feet (from/to): 110.0 / 186.0

Meters (from/to): 33.5 / 56.7

Ultimate Right-of-Way

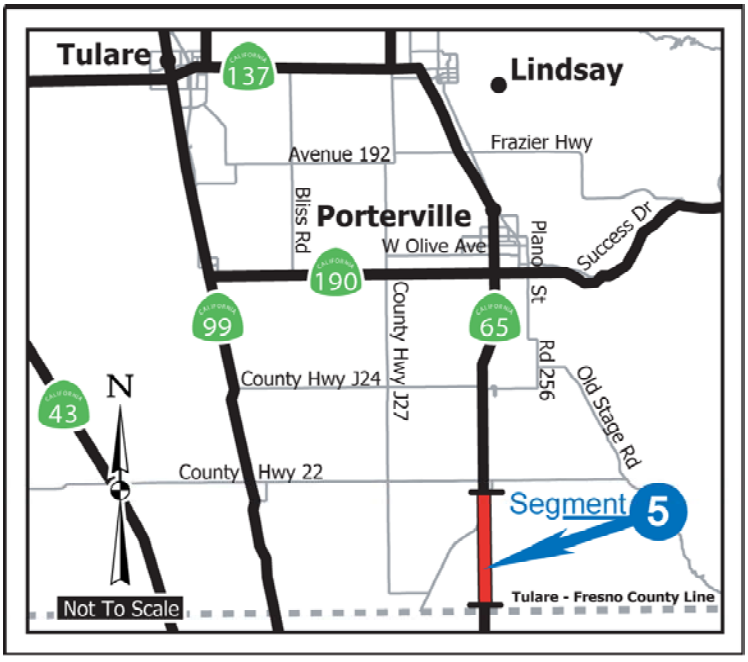
Feet: 194.0

Meters: 59.1

Description - Land Use - Rationale:

Segment 5 crosses flat terrain in a rural area and is surrounded by agricultural land. The route extends from the Kern/Tulare County line (PM 0.0) to Avenue 56 (PM R.7.0) at Ducor. This segment is a 2-lane Expressway, with proposed improvement to 4-lane Expressway. The Ultimate Transportation Corridor (UTC) is 194'. Additional ROW will be required for the future 4-lane Expressway. The Southern Pacific Railroad crosses at PM R5.43. Right-of-Way and alignment concerns exist because of the railroad crossover on SR 65. Environmental constraints to improvements include endangered species, archaeological resources, and encroachment on agricultural land.

This segment is expected to operate at LOS B as an improved facility in the year 2025, with LOS C as the Concept LOS due to the regional importance of the route.



Route Concept Deficiencies/Improvements

This is currently a deficient segment. The existing LOS D falls below the Concept LOS C. Widening to a 4-lane Expressway will meet the deficiency.

Year Deficient: 2002

LOS with Improvement (2025): B

Local and/or RTP LOS Standards:

General Plan: TCAG, LOS D

General Plan and/or RTP Classification Standards: State Highway/Major Corridor

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Intelligent Transportation Systems (ITS):

There are no ITS projects planned at this time.

Planned Projects: (In RTP or ITSP - to 25 years)

2001 RTP: TUL 65: *widen from 2 to 4 lanes - Future*

Programmed Projects: (In STIP, TCRP, or SHOPP)

2000 TCRP/2000 STIP: TUL 65 - PM 0.0-17.7/KP 0.0-28.5--From Kern County line to Route 190: *2-lane Conventional Highway (2C) to 4-lane Expressway (4E) Project Approval & Environmental Documents (PA&ED) -- 2007 - Begin Construction: 2006/2007*
Construction Complete - 2009/2010

2001 SHOPP: TUL 65 - PM 0.0-3.2/KP 0.0-5.1--Near Ducor from Kern County line to south of Ave. 24: *A/C overlay and widening -*
Begin Construction:2006/2007
Construction Complete:2008/2009

Transit Services:

Intercity Transit consists of Greyhound Lines and Orange Belt Stages route connections between Bakersfield in the south and Visalia in the north. Greyhound Lines offers service in the cities of Porterville, Lindsay, and Exeter. Amtrak train connections are available in the city of Bakersfield. Amtrak bus connections to the Hanford rail station are available in the city of Visalia.

TRANSPORTATION CONCEPT REPORT
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Segment:	6 of 17	**Route:**	65	**County:**	Tulare	**Rural or Urban:**	RURAL
Length (MI):	9.1	**Length (KM):**	14.6	**From:**	Ave. 56		
Begin PM:	7.0	**Begin KP:**	11.3				
End PM:	16.1	**End KP:**	25.9	**To:**	Ave. 128		

Functional Classification: P1P

Route Designations:

Nat'l Hwy System (NHS)	YES	IRRS	YES	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	YES			
Regionally Significant	YES	Nat'l Truck Network (NTN)	STAA	NO = Non NTN; STAA = Yes, NTN STAA trucks; TA = Yes, Terminal Access
STRAHNET	NO			
Lifeline	NO	Scenic	NO	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	2E
Concept Facility (2025)	4E
Ultimate Facility	6F
2002 LOS-Existing	D
Concept LOS	C

Existing Right-of-Way

Feet (from/to): 161.0 / 216.0

Meters (from/to): 49.1 / 65.8

Ultimate Right-of-Way

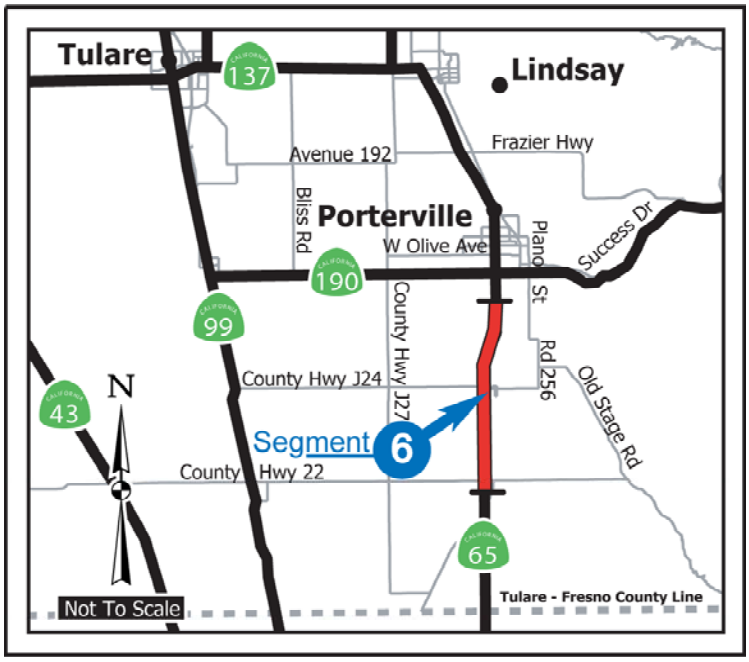
Feet: 194.0

Meters: 59.1

Description - Land Use - Rationale:

Segment 6 crosses flat terrain in a rural area. Agriculture is the major activity for this segment. It is presently a 2-lane Expressway, with proposed improvements to 4-lane Expressway (194' ROW with 60' median). The present 166' of ROW will require additional ROW to attain the required194' for the future 4-lane Expressway. This segment is bordered by agricultural land. Segment 6 crosses Deer Creek at PM 13.05. Endangered species inhabit the area. Environmental concerns include endangered species, water quality , archaeological and historic resurces, historic, and agricultural factors which could impact right-of-way acquisition for 4-lane improvements.

This segment is expected to operate at LOS C as an improved facility in the year 2025, with LOS C as the Concept LOS due to the regional importance of the route.



Route Concept Deficiencies/Improvements

This is currently a deficient segment. The existing LOS D falls below the Concept LOS C. Widening to a 4-lane Expressway will meet the deficiency.

Year Deficient: 2002

LOS with Improvement (2025): C

Local and/or RTP LOS Standards:

General Plan: TCAG, LOS D

General Plan and/or RTP Classification Standards: State Highway/Major Corridor

TRANSPORTATION CONCEPT REPORT
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MARCH 2001

Intelligent Transportation Systems (ITS):

There are no ITS projects planned at this time.

Planned Projects: (In RTP or ITSP - to 25 years)

2001 RTP: TUL 65: *widen from 2 to 4 lanes - Future*

Programmed Projects: (In STIP, TCRP, or SHOPP)

2000 TCRP/2000 STIP: TUL 65 - PM 0.0-17.7/KP 0.0-28.5--From Kern County line to Route 190: *2-lane Conventional Highway (2C) to 4-lane Expressway (4E) Project Approval & Environmental Documents (PA&ED) -- 2007 - Begin Construction: 2006/2007*
Construction Complete: 2009/2010

Transit Services:

Intercity Transit consists of Greyhound Lines and Orange Belt Stages route connections between Bakersfield in the south and Visalia in the north. Greyhound Lines offer services in the cities of Porterville, Lindsay and Exeter. Amtrak connections are available in the city of Bakersfield. Amtrak bus connections to the Hanford rail station are available in the city of Visalia.

TRANSPORTATION CONCEPT REPORT
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Segment:	7 of 17	**Route:**	65	**County:**	Tulare	**Rural or Urban:**	URBAN
Length (MI):	1.6	**Length (KM):**	2.6	**From:**	Ave. 128		
Begin PM:	16.1	**Begin KP:**	25.9	**To:**	0.5 MI (.8 KM) S. of SR 190/65 SEP		
End PM:	17.7	**End KP:**	28.5				

Functional Classification: P1P

Route Designations:

Nat'l Hwy System (NHS)	YES	IRRS	YES	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	YES			
Regionally Significant	YES	Nat'l Truck Network (NTN)	STAA	NO = Non NTN; STAA = Yes, NTN STAA trucks; TA = Yes, Terminal Access
STRAHNET	NO			
Lifeline	NO	Scenic	NO	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	2E
Concept Facility (2025)	4E
Ultimate Facility	6F
2002 LOS-Existing	D
Concept LOS	C

Existing Right-of-Way

Feet (from/to): 166.0 / 166.0

Meters (from/to): 50.6 / 50.6

Ultimate Right-of-Way

Feet: 194.0

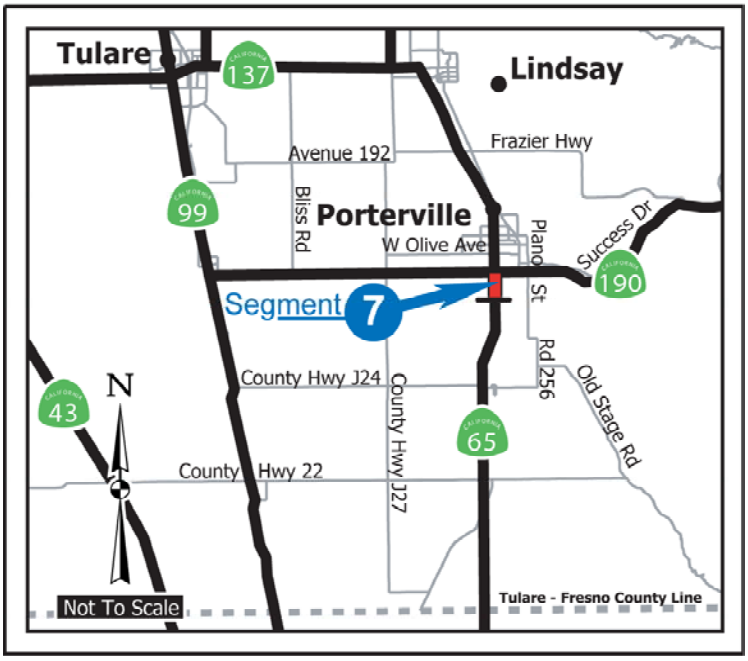
Meters: 59.1

Description - Land Use - Rationale:

Segment 7 is a 2-lane Expressway in an urban area, traversing flat terrain. The 2-lane Expressway portion of the route ends in this segment. An All American Highway Sign is present in this segment. The segment proposes improvements to a 4-lane Expressway. The urban mix of commercial and residential land uses begins at this segment and the 2-lane Expressway portion of the route ends.

Electrical lines along the shoulder may cause impediments to improvements. The existing ROW needs additional ROW to attain the UTC requirement of 194'. An airport is located on Ave. 128, which is one mile to the west of Segment 7. Environmental considerations may include agricultural land conversion, commercial and/or residential development, and archaeological and biological resources.

This segment is expected to operate at LOS D as an improved facility in the year 2025, with LOS C as the Concept LOS due to the regional importance of the route



Route Concept Deficiencies/Improvements

This is currently a deficient segment. The existing LOS D falls below the Concept LOS C. Widening to a 4-lane Expressway will meet the deficiency.

Year Deficient: 2002

LOS with Improvement (2025): D

Local and/or RTP LOS Standards:

General Plan: TCAG, LOS E

General Plan and/or RTP Classification Standards: State Highway/Major Corridor

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Intelligent Transportation Systems (ITS):

There are no ITS projects planned at this time.

Planned Projects: (In RTP or ITSP - to 25 years)

2001 RTP: TUL 65: *widen from 2 to 4 lanes - Future*

Programmed Projects: (In STIP, TCRP, or SHOPP)

2000 TCRP/2000 STIP: TUL 65 - PM 0.0-17.7/KP 0.0-28.5--From Kern County line to Route 190: *2-lane Conventional Highway (2C) to 4-lane Expressway (4E) Project Approval & Environmental Documents (PA&ED) -- 2007 - Begin Construction: 2006/2007*
Construction Complete: 2009/2010

Transit Services:

Intercity Transit consists of Greyhound Lines and Orange Belt Stages route connections between Bakersfield in the south and Visalia in the north. Greyhound Lines and Orange Belt Stages offers service in the cities of Porterville, Lindsay, and Exeter. Tulare County Transit Stage Routes offers services from the city of Porterville to the community of Lindsay. Amtrak service connections are available in the city of Bakersfield. Amtrak bus connections to the Hanford rail station are available in the city of Visalia.

TRANSPORTATION CONCEPT REPORT
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Segment:	8 of 17	**Route:**	65	**County:**	Tulare	**Rural or Urban:**	URBAN
Length (MI):	4.1	**Length (KM):**	6.6	**From:**	.5 MI (.8 KM) S. of SR 190/65 SEP		
Begin PM:	17.7	**Begin KP:**	28.5				
End PM:	21.8	**End KP:**	35.1	**To:**	Linda Vista Ave.		

Functional Classification: PIP

Route Designations:

Nat'l Hwy System (NHS)	YES	IRRS	YES	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	YES			
Regionally Significant	YES	Nat'l Truck Network (NTN)	STAA	NO = Non NTN; STAA = Yes, NTN STAA trucks; TA = Yes, Terminal Access
STRAHNET	NO			
Lifeline	NO	Scenic	NO	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	4F
Concept Facility (2025)	4F
Ultimate Facility	6F
2002 LOS-Existing	A
Concept LOS	C

Existing Right-of-Way

Feet (from/to): 166.0 / 194.0

Meters (from/to): 50.6 / 59.1

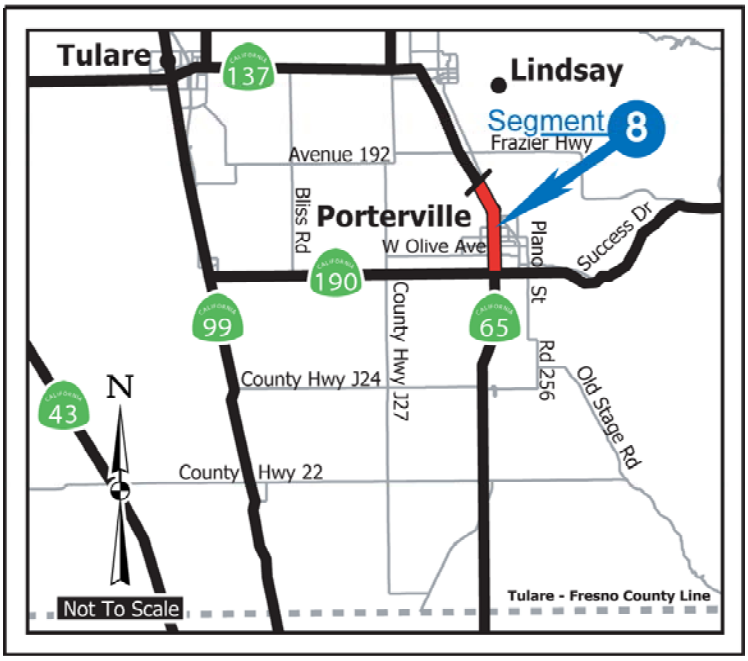
Ultimate Right-of-Way

Feet: 194.0

Meters: 59.1

Description - Land Use - Rationale:

Segment 8 traverses flat terrain and is presently a 4-lane Freeway in an urban area. The above grade segment passes through the city of Porterville. The route crosses the Tule River at PM 18.7. A new interchange is proposed at PM 20.8-21.9 (Grand Avenue). Environmental concerns include archaeological and historical resources, traffic noise, water quality and wetlands at the Tule River crossing wetlands, and displacement of businesses and residences.



Route Concept Deficiencies/Improvements

This segment will not be deficient within the next 25 years. Therefore, no additional lanes are proposed in the 25 year period. However, in the future, ITS (see back of Fact Sheet) may be deployed if improvements to efficiency are needed.

Year Deficient: N/A

LOS with Improvement (2025): N/A

Local and/or RTP LOS Standards:

General Plan: TCAG, LOS E

General Plan and/or RTP Classification Standards: State Highway/Major Corridor

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Intelligent Transportation Systems (ITS):

Changeable Message Sign - TUL 65 17.8, KP 28.6 SB S. of RTE 190 - Scheduled . Closed Circuit TV - TUL 65 18.1, KP 29.1 RTE 190.
Future Weather station - TUL 65 18.2, KP 29.3 at RTE 190 Porterville - Scheduled

Planned Projects: (In RTP or ITSP - to 25 years)

2001 RTP: TUL 65 PM 11.8-17.9/
KP 19.0-28.8--*4-lane Expressway (2011)*

2001 RTP: TUL 65 PM 20.8-21.9,
KP 33.5-35.2--North Grand Avenue: *new interchange (2005)*

Programmed Projects: (In STIP, TCRP, or SHOPP)

2000 SHOPP: TUL 65 PM 17.7-20.8/KP 28.5-32.3--SR 190 to Westfield O/C (also on SR 190 from SR 65 to Jaye Street): *highway planting and restoration - Begin Construction: 2000/2001*
Construction Complete: 2001/2002

1998 SHOPP: TUL 18.4-19.2/KP 29.6-30.9--North of Route 190 to South of Olive Avenue: *replace bridges (scour) -*
Begin Construction: 1998/1999
Construction Complete: 2001/2002

Transit Services:

Intercity Transit consists of Greyhound Lines and Orange Belt Stages route connections between Bakersfield in the south and Visalia in the north. Greyhound Lines and Orange Belt Stages offers service in the cities of Porterville, Lindsay and Exeter. Tulare County Transit Stage Routes offers services from the city of Porterville to the city of Lindsay. Amtrak bus connections to the Hanford rail station are available in the city of Visalia. Amtrak train services are available in the city of Bakersfield.

TRANSPORTATION CONCEPT REPORT
FACT SHEETS
STATE ROUTE 65
MARCH 2001

Segment:	9 of 17	**Route:**	65	**County:**	Tulare	**Rural or Urban:**	RURAL
Length (MI):	7.1	**Length (KM):**	11.4	**From:**	Linda Vista Ave.		
Begin PM:	21.8	**Begin KP:**	35.1				
End PM:	28.9	**End KP:**	46.5	**To:**	Lindmore St.		

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS)	YES	IRRS	YES	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	YES			
Regionally Significant	YES	Nat'l Truck Network (NTN)	STAA	NO = Non NTN; STAA = Yes, NTN STAA trucks; TA = Yes, Terminal Access
STRAHNET	NO			
Lifeline	NO	Scenic	NO	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	4E
Concept Facility (2025)	4E
Ultimate Facility	6F
2002 LOS-Existing	A
Concept LOS	C

Existing Right-of-Way

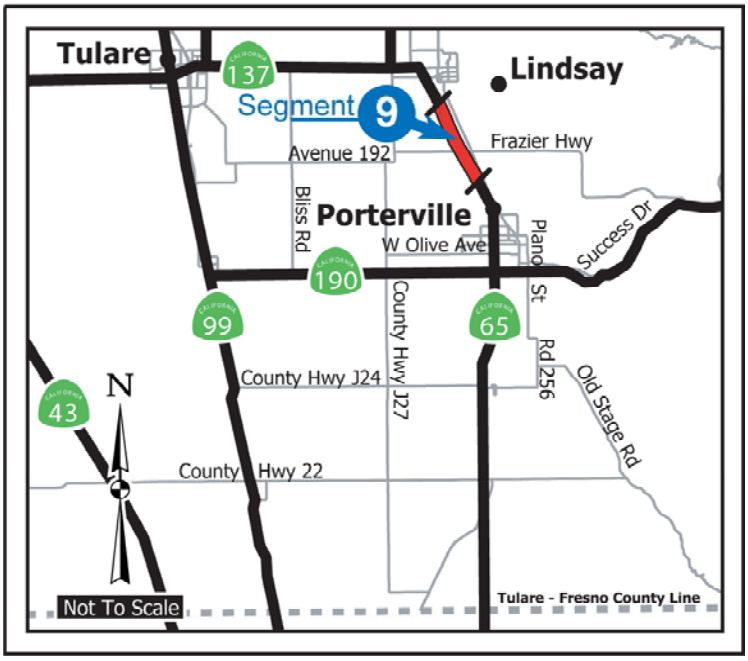
Feet (from/to):	60.0 / 170.0
Meters (from/to):	18.3 / 51.8

Ultimate Right-of-Way

Feet:	194.0
Meters:	59.1

Description - Land Use - Rationale:

Segment 9 is a 4-lane Expressway with an existing 142' ROW in a mostly rural area. Limited commercial and industrial uses exist at major intersections. The 4-lane Expressway ends at the city of Lindsay. The route crosses the Friant-Kern Canal (PM 23.42). Environmental issues include archeological, biological and historical resources, traffic noise, water quality, displacement of businesses/residences, and agricultural land conversion.



Route Concept Deficiencies/Improvements

At this time, the existing segment has no deficiencies. However, in the future, ITS (see back of page) may be deployed if improvements to efficiency are needed.

Year Deficient: N/A

LOS with Improvement (2025): N/A

Local and/or RTP LOS Standards:

General Plan: TCAG, LOS D

General Plan and/or RTP Classification Standards: State Highway/Major Corridor

TRANSPORTATION CONCEPT REPORT
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Intelligent Transportation Systems (ITS):

There are no ITS projects planned at this time.

Planned Projects: (In RTP or ITSP - to 25 years)

There are no projects planned for this segment.

Programmed Projects: (In STIP, TCRP, or SHOPP)

There are no projects programmed for this segment.

Transit Services:

Intercity Transit consists of Greyhound Lines and Orange Belt Stages. Route connections exist between Bakersfield in the south and Visalia in the north. Greyhound Lines and Orange Belt Stages service the cities of Porterville, Lindsay and Exeter. Amtrak train services are available in the city of Bakersfield. Amtrak bus connections to the Hanford rail station are available in the city of Visalia. Tulare County Transit Stage Routes offers services from the city of Porterville to the community of Lindsay.

TRANSPORTATION CONCEPT REPORT
FACT SHEETS
STATE ROUTE 65
MARCH 2001

Segment:	10 of 17	**Route:**	65	**County:**	Tulare	**Rural or Urban:**	RURAL
Length (MI):	1.4	**Length (KM):**	2.3	**From:**	Lindmore St.		
Begin PM:	28.9	**Begin KP:**	46.5				
End PM:	30.3	**End KP:**	48.8	**To:**	Cedar Ave.		

Functional Classification: PIP

Route Designations:

Nat'l Hwy System (NHS)	YES	IRRS	YES	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	YES			
Regionally Significant	YES	Nat'l Truck Network (NTN)	STAA	NO = Non NTN; STAA = Yes, NTN STAA trucks; TA = Yes, Terminal Access
STRAHNET	NO			
Lifeline	NO	Scenic	NO	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	4E
Concept Facility (2025)	4E
Ultimate Facility	6F
2002 LOS-Existing	A
Concept LOS	C

Existing Right-of-Way

Feet (from/to):	80.0 / 142.0
Meters (from/to):	24.4 / 43.3

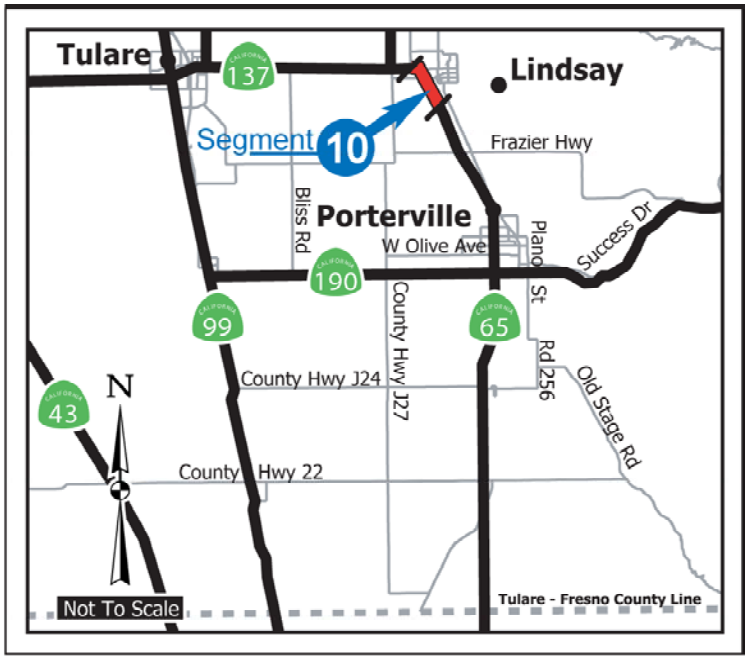
Ultimate Right-of-Way

Feet:	194.0
Meters:	59.1

Description - Land Use - Rationale:

Segment 10 consists of a 4-lane Expressway at the south urban boundary of the city of Lindsay and narrows to a 2-lane Conventional highway near the northern boundary. This segment traverses flat terrain. Land use is primarily agriculture with a mix of industrial and commercial development. A new 4-lane Expressway is proposed on a new alignment to replace the 2-lane Conventional portion.

The new 4-lane Expressway conversion will be affected by environmental conditions such as agricultural land conversion and archeological and biological resources.



Route Concept Deficiencies/Improvements

At this time, the existing segment has no deficiencies. However, in the future, ITS (see back of page) may be deployed if improvements to efficiency are needed.

Year Deficient: N/A

LOS with Improvement (2025): N/A

Local and/or RTP LOS Standards:

General Plan: TCAG, LOS D

General Plan and/or RTP Classification Standards: State Highway/Major Corridor

TRANSPORTATION CONCEPT REPORT
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STATE ROUTE 65
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Intelligent Transportation Systems (ITS):

There are no ITS projects planned at this time.

Planned Projects: (In RTP or ITSP - to 25 years)

There are no projects planned for this segment.

Programmed Projects: (In STIP, TCRP, or SHOPP)

1998A STIP: TUL 65 - PM 29.5-39.6/KP 47.5-62.1--From Hermosa Ave to SR 198: *2C to 4E on new alignment (Exeter Bypass) -*
Begin Construction: 2009/2010
Construction Complete: 2012/2013

2000 SHOPP: TUL 65 - PM 29.6-32.0/KP 47.6-51.5--Near Lindsay at various locations: *rehabilitate roadway -*
Begin Construction: 2001/2002
Construction Complete: 2003/2004

Transit Services:

Intercity Transit consists of Greyhound Lines and Orange Belt Stages. Route connections exist between Bakersfield in the south and Visalia in the north. Greyhound Bus Lines and Orange Belt Stages offer service in the cities of Porterville, Lindsay and Exeter. Tulare County Transit Stage Routes offers services from the city of Porterville of the community of Lindsay. Amtrak bus connections to the Hanford rail station are available in the city of Visalia. Amtrak train services are available in the city of Bakersfield.

TRANSPORTATION CONCEPT REPORT
FACT SHEETS
STATE ROUTE 65
MARCH 2001

Segment:	11 of 17	**Route:**	65	**County:**	Tulare	**Rural or Urban:**	RURAL
Length (MI):	1.2	**Length (KM):**	1.9	**From:**	Cedar Ave.		
Begin PM:	30.3	**Begin KP:**	48.8				
End PM:	31.5	**End KP:**	50.7	**To:**	SR 137/Cairns Corner		

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS)	YES	IRRS	YES	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	YES			
Regionally Significant	YES	Nat'l Truck Network (NTN)	STAA	NO = Non NTN; STAA = Yes, NTN STAA trucks; TA = Yes, Terminal Access
STRAHNET	NO			
Lifeline	NO	Scenic	NO	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	2C
Concept Facility (2025)	4E
Ultimate Facility	6F
2002 LOS-Existing	E
Concept LOS	C

Existing Right-of-Way

Feet (from/to): 80.0 / 80.0

Meters (from/to): 24.4 / 24.4

Ultimate Right-of-Way

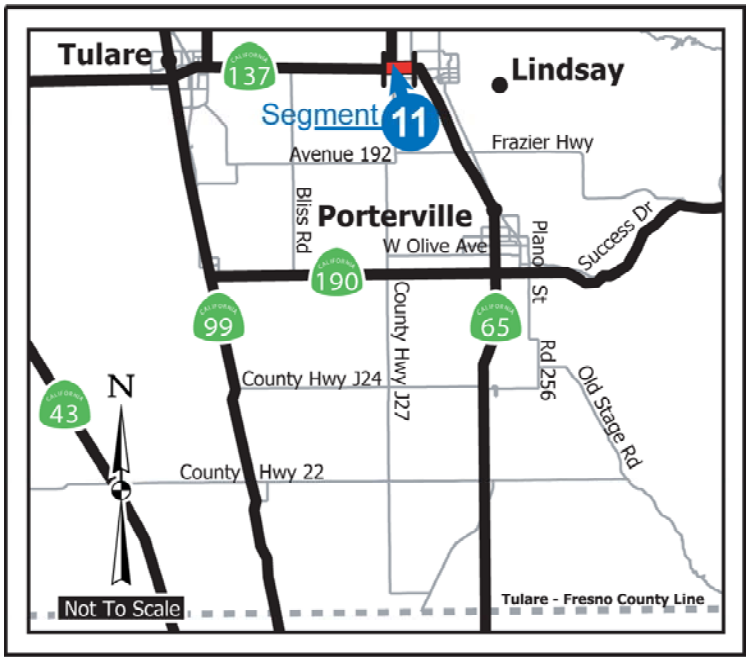
Feet: 194.0

Meters: 59.1

Description - Land Use - Rationale:

Segment 11 crosses flat terrain. It is presently a 2-lane Conventional highway (80' ROW, no median), with proposed improvement to a 4-lane Expressway on a new alignment on Road 204. A Route Adoption for this new facility exists, but an updated Route Adoption is required. A Major Major Investment Study (MIS) and a Project Study Report (PSR) have been prepared. The rural area includes sparse development at the city of Lindsay. Improvement constraints and environmental concerns on this segment include agricultural land conversion, biological resources, and the proximity to existing development.

This segment is expected to operate at LOS C as an improved facility by the year 2025, with LOS C as the Concept LOS due to the regional importance of the route.



Route Concept Deficiencies/Improvements

This segment is currently deficient, as LOS E falls below the Concept LOS C. Widening to a 4-lane Expressway will meet the deficiency.

Year Deficient: 2002

LOS with Improvement (2025): C

Local and/or RTP LOS Standards:

General Plan: TCAG, LOS D

General Plan and/or RTP Classification Standards: State Highway/Major Corridor

TRANSPORTATION CONCEPT REPORT
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STATE ROUTE 65
MARCH 2001

Intelligent Transportation Systems (ITS):

There are no ITS projects planned at this time.

Planned Projects: (In RTP or ITSP - to 25 years)

2001 RTP: TUL 65 - From SR 137 to SR 198--*widen from 2 to 4 lanes - 2009*

Programmed Projects: (In STIP, TCRP, or SHOPP)

1998A STIP: TUL 65 - PM 29.5-39.6/KP 47.5-62.1--From Hermosa Ave to SR 198: *2C to 4E on new alignment (Exeter Bypass) -*
Begin Construction: 2009/2010
Construction Complete: 2012/2013

2000 SHOPP: TUL 65 - PM 29.6-32.0/KP 47.6-51.5--Near Lindsay at various locations: *rehabilitate roadway -*
Begin Construction: 2001/2002
Construction Complete: 2003 /2004

Transit Services:

Intercity Transit consists of Greyhound Lines and Orange Belt Stages route connections between Bakersfield in the south and Visalia in the north. Greyhound Lines and Orange Belt Stages service in the cities of Porterville, Lindsay, and Exeter. Tulare County Transit Stage Routes offers services from the city of Porterville to the community of Lindsay. Amtrak bus connections to the Hanford rail station are available in the city of Visalia.

TRANSPORTATION CONCEPT REPORT
FACT SHEETS
STATE ROUTE 65
MARCH 2001

Segment:	12 of 17	**Route:**	65	**County:**	Tulare	**Rural or Urban:**	RURAL
Length (MI):	5.0	**Length (KM):**	8.0	**From:**	Rte. 137/Cairns Corner		
Begin PM:	31.5	**Begin KP:**	50.7				
End PM:	36.5	**End KP:**	58.7	**To:**	Glaze Ave.		

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS)	YES	IRRS	YES	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	YES			
Regionally Significant	YES	Nat'l Truck Network (NTN)	STAA	NO = Non NTN; STAA = Yes, NTN STAA trucks; TA = Yes, Terminal Access
STRAHNET	NO			
Lifeline	NO	Scenic	NO	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	2C
Concept Facility (2025)	4E
Ultimate Facility	6F
2002 LOS-Existing	C
Concept LOS	C

Existing Right-of-Way

Feet (from/to):	50.0 / 80.0
Meters (from/to):	15.2 / 24.4

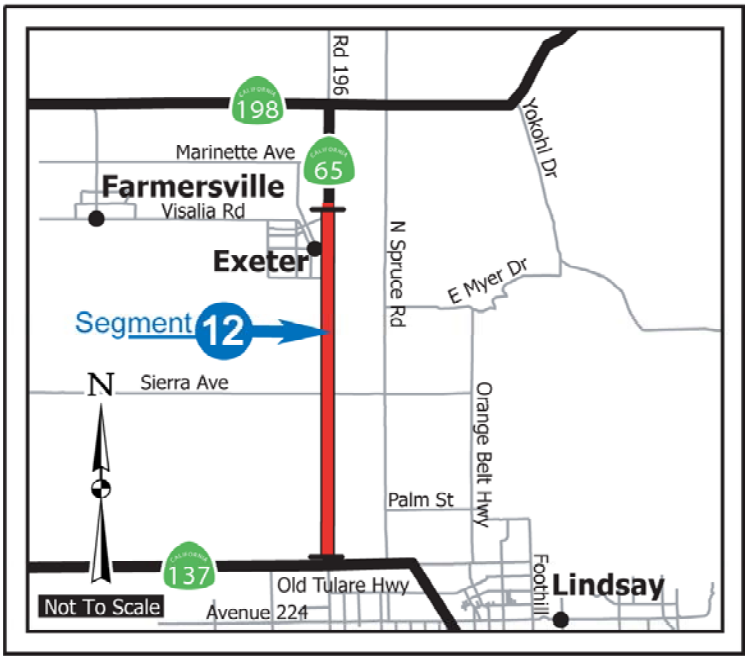
Ultimate Right-of-Way

Feet:	194.0
Meters:	59.1

Description - Land Use - Rationale:

Segment 12 crosses flat terrain in a rural area. Agriculture and residential land uses are included in this segment. Segment alignment diverts in a direction west of the city of Lindsay on SR 137 and then continues in a north-south direction on another alignment, a 2-lane Conventional highway. This segment narrows to a 50' ROW and no median, but 194' is required for the future 4-lane Expressway. It is on a new alignment proposed along a new alignment along Road 204. A Route Adoption for this new facility exists, but an updated Route Adoption is required. A Major Investment Study (MIS) and a Project Study Report (PSR) have been prepared. Constraints to improvement on this segment include agricultural impacts, biological resources, and development.

This segment is expected to operate at LOS A as an improved facility in the year 2025, with LOS C as the Concept LOS due to the regional importance of the route.



Route Concept Deficiencies/Improvements

This segment will be deficient by the year 2010 (LOS D). The LOS D falls below the Concept LOS C. Widening to a 4-lane Expressway will meet the deficiency.

Year Deficient: 2010

LOS with Improvement (2025): A

Local and/or RTP LOS Standards:

General Plan: TCAG, LOS D

General Plan and/or RTP Classification Standards: State Highway/Major Corridor

TRANSPORTATION CONCEPT REPORT
FACT SHEETS
STATE ROUTE 65
MARCH 2001

Intelligent Transportation Systems (ITS):

There are no ITS projects planned at this time.

Planned Projects: (In RTP or ITSP - to 25 years)

2001 RTP: TUL 65 - From SR 137 to SR 198--*widen from 2 to 4 lanes - 2009*

Programmed Projects: (In STIP, TCRP, or SHOPP)

1998A STIP: TUL 65 - PM 29.5-39.6/KP 47.5-62.1--From Hermosa Ave to SR 198: *2C to 4E on new alignment (Exeter Bypass) -*
Begin Construction: 2009/2010
Construction Complete: 2012/2013

2000 SHOPP: TUL 65 - PM 29.6-32.0/KP 47.6-51.5--Near Lindsay at various locations: *rehabilitate roadway -*
Begin Construction: 2001/2002
Construction Complete: 2003 /2004

Transit Services:

Intercity Transit consists of Greyhound Lines and Orange Belt Stages route connections between Bakersfield in the south and Visalia in the north. Greyhound Lines and Orange Belt Stages service in the cities of Porterville, Lindsay and Exeter. Amtrak bus connections to the Hanford rail station are available in the city of Visalia. Amtrak train services are available in the city of Bakersfield.

TRANSPORTATION CONCEPT REPORT
FACT SHEETS
STATE ROUTE 65
MARCH 2001

Segment:	13 of 17	**Route:**	65	**County:**	Tulare	**Rural or Urban:**	URBAN
Length (MI):	1.5	**Length (KM):**	2.4	**From:**	Glaze Ave.		
Begin PM:	36.6	**Begin KP:**	58.9	**To:**	.2 MI (.32 KM) N. of Sequoia Dr.		
End PM:	38.1	**End KP:**	61.3				

Functional Classification: PIP

Route Designations:

Nat'l Hwy System (NHS)	YES	IRRS	YES	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	YES			
Regionally Significant	YES	Nat'l Truck Network (NTN)	STAA	NO = Non NTN; STAA = Yes, NTN STAA trucks; TA = Yes, Terminal Access
STRAHNET	NO			
Lifeline	NO	Scenic	NO	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	2C
Concept Facility (2025)	4E
Ultimate Facility	6F
2002 LOS-Existing	D
Concept LOS	C

Existing Right-of-Way

Feet (from/to):	50.0 / 80.0
Meters (from/to):	15.2 / 24.4

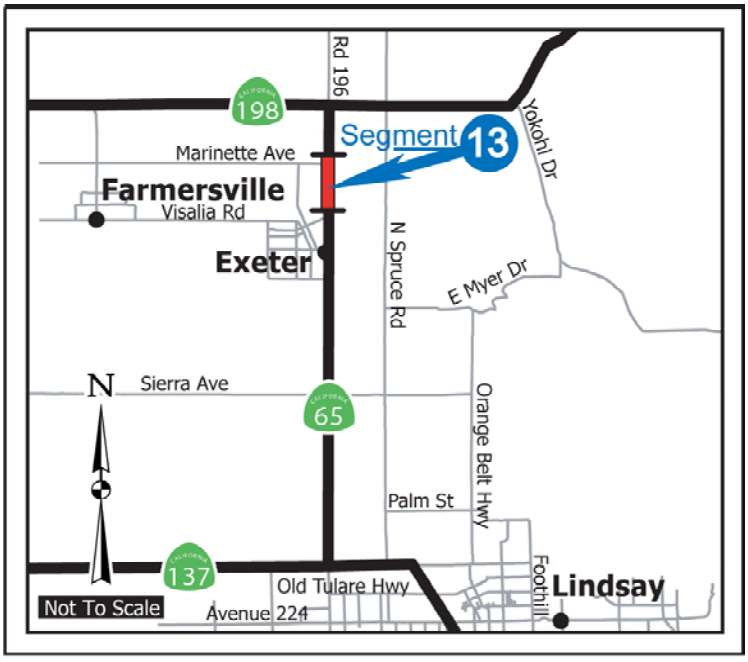
Ultimate Right-of-Way

Feet:	194.0
Meters:	59.1

Description - Land Use - Rationale:

Segment 13 covers flat terrain. It is presently a 2-lane Conventional highway, with a 80' ROW and no median. The area is urban with scattered development in Exeter. Exeter may experience population growth which could increase development activity in the area. A 4-lane Expressway on the new alignment east of Exeter is proposed along Road 204. A Route Adoption for this new facility exists, but an updated Route Adoption is required. A Major Investment Study (MIS) and a Project Study Report (PSR) have been prepared. Major environmental concerns include archaeological, biological, and historical resources, and impacts to agriculture.

The segment is expected to operate at LOS B as an improved facility in the year 2025, with LOS C as the Concept LOS due to the regional importance of the route.



Route Concept Deficiencies/Improvements

This segment is currently deficient, as LOS D falls below the Concept LOS C. Widening to a 4-lane Expressway will meet the deficiency.

Year Deficient: 2002

LOS with Improvement (2025): B

Local and/or RTP LOS Standards:

General Plan: TCAG, LOS D

General Plan and/or RTP Classification Standards: State Highway/Major Corridor

TRANSPORTATION CONCEPT REPORT
FACT SHEETS
STATE ROUTE 65
MARCH 2001

Intelligent Transportation Systems (ITS):

There are no ITS projects planned at this time.

Planned Projects: (In RTP or ITSP - to 25 years)

2001 RTP: TUL 65 - From SR 137 to SR 198--*widen from 2 to 4 lanes - 2009*

Programmed Projects: (In STIP, TCRP, or SHOPP)

1998A STIP: TUL 65 - PM 29.5-39.6/KP 47.5-62.1--From Hermosa Ave to SR 198: *2C to 4E on new alignment (Exeter Bypass) -*
Begin Construction: 2009/2010
Construction Complete: 2012/2013

Transit Services:

Greyhound Lines and the Orange Belt Stages offer services to Visalia, Lindsay, Porterville and Bakersfield. Dial a Ride services are available in Exeter. Tulare County Transit Stage Routes offers services from the city of Exeter to Farmersville, Visalia, and Woodlake. Amtrak bus connections to the Hanford rail station are available in the city of Visalia. Amtrak train services are available in the city of Bakersfield.

TRANSPORTATION CONCEPT REPORT
FACT SHEETS
STATE ROUTE 65
MARCH 2001

Segment:	14 of 17	**Route:**	65	**County:**	Tulare	**Rural or Urban:**	RURAL
Length (MI):	1.5	**Length (KM):**	2.4	**From:**	.2 MI (.32 KM) N. of Sequoia Dr.		
Begin PM:	38.1	**Begin KP:**	61.3				
End PM:	39.6	**End KP:**	63.7	**To:**	SR 198		

Functional Classification: PIP

Route Designations:

Nat'l Hwy System (NHS)	YES	IRRS	YES	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	YES			
Regionally Significant	Yes	Nat'l Truck Network (NTN)	STAA	NO = Non NTN; STAA = Yes, NTN STAA trucks; TA = Yes, Terminal Access
STRAHNET	NO			
Lifeline	NO	Scenic	NO	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	2C
Concept Facility (2025)	4E
Ultimate Facility	6F
2002 LOS-Existing	D
Concept LOS	C

Existing Right-of-Way

Feet (from/to):	80.0 / 80.0
Meters (from/to):	24.4 / 24.4

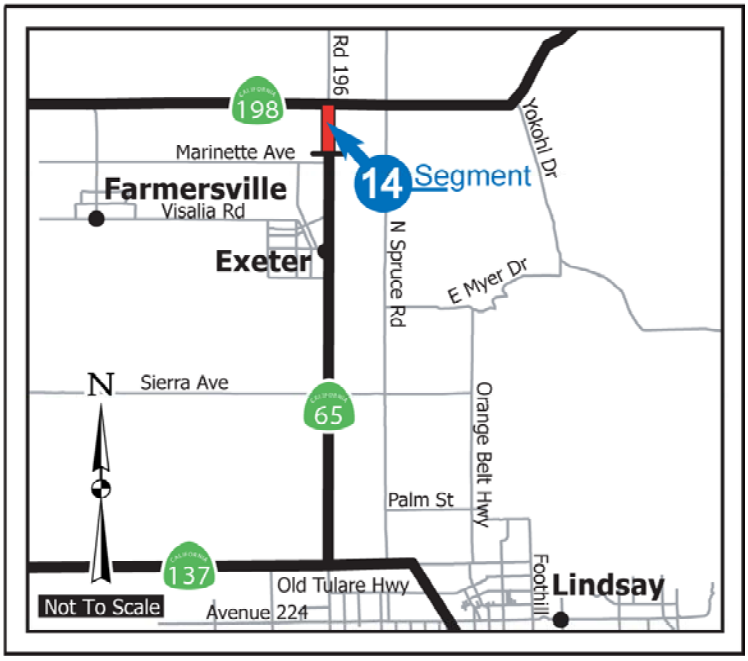
Ultimate Right-of-Way

Feet:	194.0
Meters:	59.1

Description - Land Use - Rationale:

Segment 14 crosses flat terrain in a rural area, with agriculture as the major activity. Significant land use changes are not expected. It is presently a 2-lane Conventional highway with proposed improvements to a 4-lane Expressway on a new alignment along Road 204. A Route Adoption for this new facility exists, but an updated Route Adoption is required. A Major Investment Study (MIS) and a Project Study Report (PSR) have been prepared. The constructed portion of SR 65 ends with Segment 14 at SR 198. Major environmental concerns include archaeological and biological resources, and impacts on agriculture.

The segment is expected to operate at LOS B as an improved facility in the year 2025, with LOS C as the Concept LOS due to the regional importance of the route.



Route Concept Deficiencies/Improvements

This segment is currently deficient, as LOS D falls below the Concept LOS C. Widening to a 4-lane Expressway will meet the deficiency.

Year Deficient: 2002

LOS with Improvement (2025): B

Local and/or RTP LOS Standards:

General Plan: TCAG, LOS D

General Plan and/or RTP Classification Standards: State Highway/Major Corridor

TRANSPORTATION CONCEPT REPORT
FACT SHEETS
STATE ROUTE 65
MARCH 2001

Intelligent Transportation Systems (ITS):

There are no ITS projects planned at this time.

Planned Projects: (In RTP or ITSP - to 25 years)

2001 RTP: TUL 65 - From SR 137 to SR 198--*widen from 2 to 4 lanes - 2009*

Programmed Projects: (In STIP, TCRP, or SHOPP)

1998A STIP: TUL 65 - PM 29.5-39.6/KP 47.5-62.1--From Hermosa Ave to SR 198: *2C to 4E on new alignment (Exeter Bypass) -*
Begin Construction: 2009/2010
Construction Complete: 2012/2013

Transit Services:

The Orange Belt Stages travels between Bakersfield in the south and Visalia in the north. Greyhound Lines offer one time day service in the city of Exeter. Tulare County Transit Stage Routes offers services from the city of Exeter to Farmersville, Visalia, and Woodlake. Amtrak bus connections to the Hanford rail station are available in the city of Visalia. Amtrak train services are available in the city of Bakersfield.

TRANSPORTATION CONCEPT REPORT
FACT SHEETS
STATE ROUTE 65
MARCH 2001

Segment:	15 of 17	**Route:**	65	**County:**	Tulare	**Rural or Urban:**	RURAL
Length (MI):	20.5	**Length (KM):**	33.0	**From:**	SR 198		
Begin PM:	39.6	**Begin KP:**	63.7				
End PM:	60.1	**End KP:**	96.7	**To:**	Fresno County line		

Functional Classification:

Route Designations:

Nat'l Hwy System (NHS)	N/A	IRRS	YES	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	N/A			
Regionally Significant	N/A	Nat'l Truck Network (NTN)	N/A	NO = Non NTN; STAA = Yes, NTN STAA trucks; TA = Yes, Terminal Access
STRAHNET	N/A			
Lifeline	N/A	Scenic	N/A	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	N/A
Concept Facility (2025)	N/A
Ultimate Facility	6F
2002 LOS-Existing	N/A
Concept LOS	N/A

Existing Right-of-Way

Feet (from/to): /

Meters (from/to): /

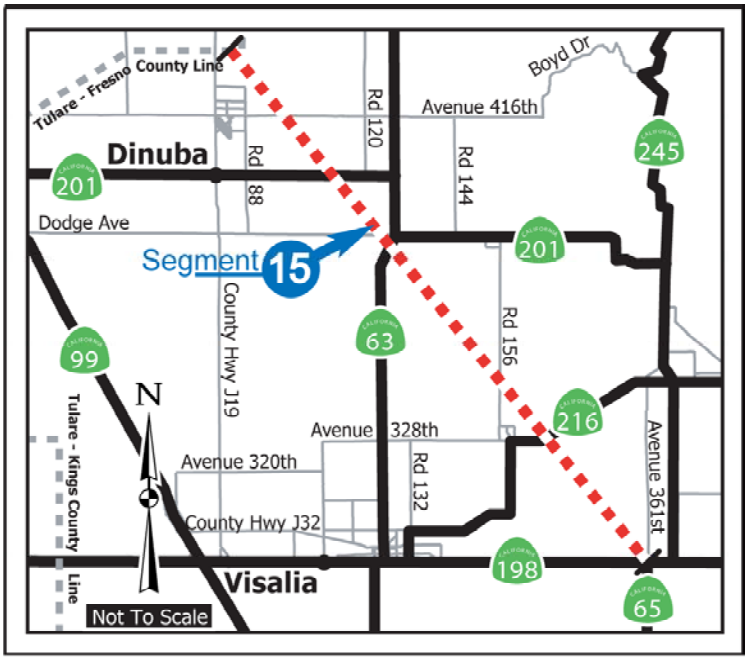
Ultimate Right-of-Way

Feet: 194.0

Meters: 59.1

Description - Land Use - Rationale:

UNCONSTRUCTED



Route Concept Deficiencies/Improvements

Year Deficient: N/A

LOS with Improvement (2025): N/A

Local and/or RTP LOS Standards:

General Plan:

General Plan and/or RTP Classification Standards:

TRANSPORTATION CONCEPT REPORT
FACT SHEETS
STATE ROUTE 65
MARCH 2001

Intelligent Transportation Systems (ITS):

Planned Projects: (In RTP or ITSP - to 25 years)

Route Adoption Study - *PSR completed in 2001 - Future*

Programmed Projects: (In STIP, TCRP, or SHOPP)

N/A

Transit Services:

TRANSPORTATION CONCEPT REPORT
FACT SHEETS
STATE ROUTE 65
MARCH 2001

Segment:	16 of 17	**Route:**	65	**County:**	Fresno	**Rural or Urban:**	RURAL
Length (MI):	36.3	**Length (KM):**	58.4	**From:**	SR 168		
Begin PM:	0.0	**Begin KP:**	0.0				
End PM:	36.3	**End KP:**	58.4	**To:**	Madera County line		

Functional Classification: Principal Arterial

Route Designations:

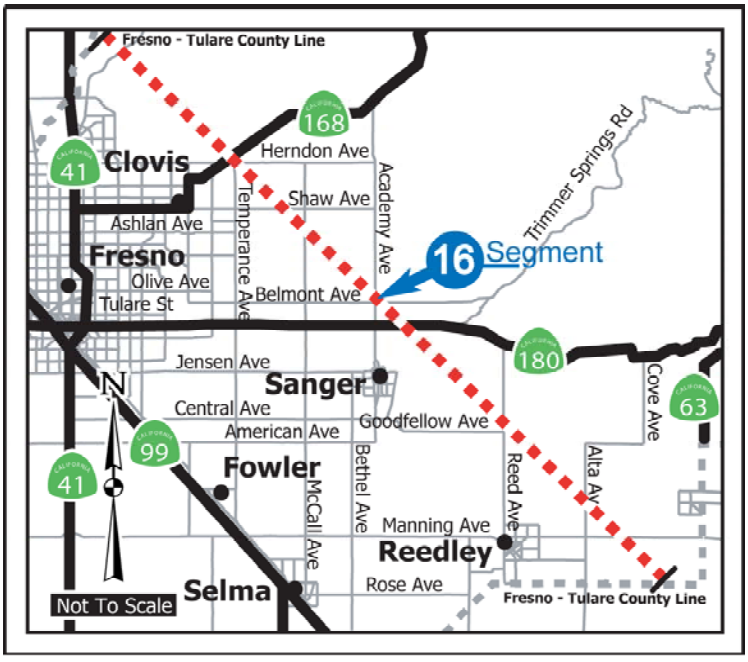
Nat'l Hwy System (NHS)	N/A	IRRS	N/A	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	N/A			
Regionally Significant	N/A	Nat'l Truck Network (NTN)	N/A	NO = Non NTN; STAA = Yes, NTN STAA trucks; TA = Yes, Terminal Access
STRAHNET	N/A			
Lifeline	N/A	Scenic	N/A	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	N/A
Concept Facility (2025)	N/A
Ultimate Facility	6F
2002 LOS-Existing	N/A
Concept LOS	N/A
Existing Right-of-Way	
Feet (from/to):	/
Meters (from/to):	/
Ultimate Right-of-Way	
Feet:	194.0
Meters:	59.1

Description - Land Use - Rationale:

UNCONSTRUCTED



Route Concept Deficiencies/Improvements

Year Deficient: N/A

LOS with Improvement (2025): N/A

Local and/or RTP LOS Standards:

General Plan:

General Plan and/or RTP Classification Standards:

Intelligent Transportation Systems (ITS):

Planned Projects: (In RTP or ITSP - to 25 years)

Route Adoption Study - *PSR completed in 2001 - Future*

Programmed Projects: (In STIP, TCRP, or SHOPP)

N/A

Transit Services:

TRANSPORTATION CONCEPT REPORT
FACT SHEETS
STATE ROUTE 65
MARCH 2001

Segment:	17 of 17	**Route:**	65	**County:**	Madera	**Rural or Urban:**	RURAL
Length (MI):	25.0	**Length (KM):**	40.2	**From:**	SR 41		
Begin PM:	0.0	**Begin KP:**	0.0				
End PM:	25.0	**End KP:**	40.2	**To:**	Merced County line		

Functional Classification:

Route Designations:

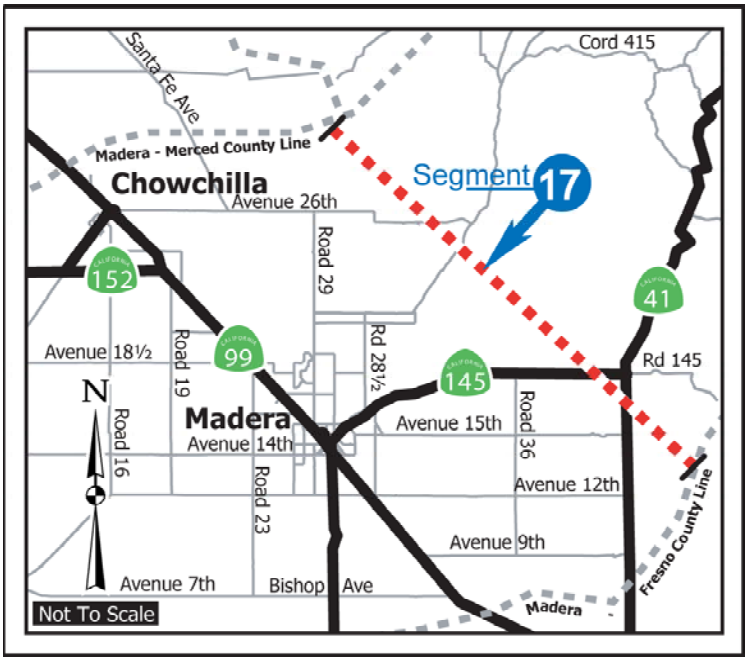
Nat'l Hwy System (NHS)	N/A	IRRS	N/A	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	N/A			
Regionally Significant	N/A	Nat'l Truck Network (NTN)	N/A	NO = Non NTN; STAA = Yes, NTN STAA trucks; TA = Yes, Terminal Access
STRAHNET	N/A			
Lifeline	N/A	Scenic	N/A	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	N/A
Concept Facility (2025)	N/A
Ultimate Facility	6F
2002 LOS-Existing	N/A
Concept LOS	N/A
Existing Right-of-Way	
Feet (from/to):	/
Meters (from/to):	/
Ultimate Right-of-Way	
Feet:	194.0
Meters:	59.1

Description - Land Use - Rationale:

UNCONSTRUCTED



Route Concept Deficiencies/Improvements

Year Deficient: N/A

LOS with Improvement (2025): N/A

Local and/or RTP LOS Standards:

General Plan:

General Plan and/or RTP Classification Standards:

TRANSPORTATION CONCEPT REPORT
FACT SHEETS
STATE ROUTE 65
MARCH 2001

Intelligent Transportation Systems (ITS):

Planned Projects: (In RTP or ITSP - to 25 years)

Route Adoption Study - *PSR completed in 2001 - Future*

Programmed Projects: (In STIP, TCRP, or SHOPP)

N/A

Transit Services:

pages

References
Transportation Concept Repot (TCR) SR 65
June 2002

Local Jurisdictions - RTPAs/MPOs

Council of Fresno County Governments (COFCG)
2100 Tulare St., Suite 619
Fresno, CA 93721
(559) 233-4148

Kern Council of Governments (Kern COG)
1401 19th St., Suite 300
Bakersfield, CA 93301
(661) 861-2191

Madera Transportation Commission (MTC)
1816 Howard Road Suite # 8
Madera, CA 93637
(559) 675-0721

Tulare County Associate of Governments TCAG)
Resource Management Agency
5961 S. Mooney Blvd.
Visalia, CA 93227
(559) 733-6291

Air Quality District:

San Joaquin Valley Air District
1990 E. Gettysburg Ave.
Fresno, CA 93726
(559) 230-6000

Air Basin:

San Joaquin Valley

Air Basin Determination:

Severe non-attainment for ozone and serious for PM10. Contact the Air District for more information.

Transit Services:

For inquires on transit services, please call the respective RTPA/MPO for more information.

Traffic Accident Data:

Caltrans District 6
Office of Traffic Investigations
(559) 488-4123

Sources of Information:

All Segments:

Traffic Congestion Relief Program, 2000
State Transportation Improvement Plan (STIP), 1998, 2000
Environmental Reconnaissance State Route 65
State Highway Operations and Protection Plan (SHOPP), 1998, 2000, 2001

Specific Sources by County:

Kern County:
Kern County General Plan, 1998
Kern County Regional Transportation Plan, 1998
Intelligent Transportation System Early Deployment Plan (Kern Region), 1997

Tulare County:
TCAG Regional Transportation Plan, 1998

Fresno County (currently unconstructed)

Madera County (currently unconstructed)

Glossary of Terms
Transportation Concept Report

AADT: (Average Annual Daily Traffic). This designation indicates the total daily traffic that is counted at a particular location or within a particular highway segment and then averaged out over one calendar year.

Access Control (or Controlled Access): The condition where the ability to access a state highway by owners or occupants of abutting land is fully or partially controlled by public authority. Also, see Classification of Roads.

Bicycle Facilities: Bicycle facilities within the state are classified into four categories:

- **Class 1 Bikeways (Bike Paths):** Bike Paths are separate *off-highway* facilities for the exclusive use of bicyclists and with cross flow by motorists minimized.
- **Class 2 Bikeways (Bike Lanes):** Bike Lanes are for preferential use by bicyclists and can be established within the paved area of state highways. Such facilities are approved by, and subsequently maintained by, local jurisdictions and/or Caltrans. Bike lanes are separated from traffic lanes on California highways by the use of a painted stripe on the pavement and are designated as bike lanes by the use of white R81 (Bike Lane), R-81A (Begin) and R81-B (End) "regulatory" signs.
- **Class 3 Bikeways (Bike Routes):** Bike Route are shared facilities which serve either to (a) provide continuity to other bike facilities (usually a Class 1 or Class 2 bikeway); or (b) to designate a preferred route through a high demand corridor. Such facilities are approved by, and subsequently maintained by, local jurisdictions and/or Caltrans. Bike Routes are not separated from traffic lanes but are designated as bike routes through the use of green G93 (Bike Route), G93A (Begin) and G93B (End) "guide" signs.
- **Shared Roadway (No Bikeway Designation):** Most bicycle travel on conventional state highways and streets occurs on facilities without any bikeway designations, signs or striping. Virtually all highways in use by bicyclists for inter-city and recreational travel fall under this "share-the-road" scenario.

CMS: (Changeable Message Sign). A CMS is a full-matrix display sign used on State highways to provide motorists with an advanced warning of major highway incidents and route diversion information. CMSs are capable of displaying a variety of character heights and up to three lines of text. CMSs play increasingly important roles on State highways by improving operations and safety.

Classification of Roads:

- **Conventional (C):** A highway without access control, which may or may not be divided. Grade separations at intersections or access control may be used when justified at spot locations. Example: 2C = 2 lane conventional highway.
- **Expressway (E):** An arterial highway with at least partial control of access, which may or may not be divided or have grade separations at intersections. Example: 4E = 4 lane expressway (note: 2 lane expressways are not common).
- **Freeway (F):** A divided highway to which the owners of abutting lands have no right or easement of access to or from their abutting lands. Access is controlled or restricted to interchanges and with grade separation at all intersections. Example: 6F = 6 lane freeway.
- **Functional Classification:** Guided by Federal legislation, functional classification refers to a process by which streets and highways are grouped into classes or systems, according to the character of the service that is provided, e.g., Principal Arterial, Minor Arterial, Collector, Local, etc.

Contract Phasing:

- **Begin Construction:** This is the phase when the contract for construction is approved and construction begins.
- **Complete Construction:** This is the phase when the completion of the construction contract occurs.

COG: See RTPA

Glossary of Terms
Transportation Concept Report

CTC: (California Transportation Commission). The California Transportation Commission (CTC) was established in1978 by Assembly Bill 402 (Chapter 1106, Statutes of 1977) out of a growing concern for a single, unified California transportation policy. The Commission is responsible for the programming and allocating of funds for the construction of highway, passenger rail and transit improvements throughout California. The Commission also advises and assists the Secretary of Business, Transportation and Housing Agency and the Legislature in formulating and evaluating state policies and plans for California's transportation programs. The Commission is also an active participant in the initiation and development of State and Federal legislation that seeks to secure financial stability for the State's transportation needs.

Density: The number of vehicles occupying a given length of lane or roadway averaged over time, usually expressed as vehicles per mile or vehicles per mile per lane. Also see **V/C.**

Facility:
- **Concept Facility:** A highway facility type and characteristic considered viable without improvement within the 25 year planning period given financial, environmental, planning and engineering factors.
- **Present Facility:** Highway type and general characteristics in place at the time of the development of a TCR.

FTIP: See Project Programming

ICES: (Intermodal Corridor of Economic Significance). Significant National Highway System Corridors that link intermodal facilities most directly, conveniently and efficiently to intrastate, interstate, and international markets.

ITMS: (Intermodal Transportation Management System). A performance-based decision support system operating on a personal computer which allows "alternatives analysis" through the use of performance measures. ITMS incorporates intermodal system elements for freight and person movements using a spatial and attribute database thereby allowing management of transportation systems under existing and forecasted conditions. ITMS provides a new intermodal-planning tool using a common statewide data set for state and local transportation planners.

ITS: (Intelligent Transportation Systems). ITS refers to a wide variety of tools and techniques that focus on addressing transportation problems by improving the efficiency and safety of the existing transportation infrastructure. ITS works through the integration of high tech computing and information sharing.

ITSP: (Interregional Transportation Strategic Plan). The ITSP is a single document prepared by Caltrans to consolidate and communicate key elements of its ongoing long and short range planning. The ITSP serves as a counterpart to the Regional Transportation Plans (RTPs) prepared by the 43 Regional Transportation Planning Agencies (RTPAs) in California.

KP: (Kilo Post) See Post Mile

Lifeline Routes: See Route Designations

LOS: (Level of Service). A general term that describes the operating conditions a typical driver will experience on a typical day while driving on a particular facility. LOS is determined by the vehicle delay and volume/capacity (v/c) ratio which is expressed by a series of letter grades from A, (low **v/c** ratio and delay, no impediments) through F (extremely high **v/c** ratio and delay, gridlock conditions).

MIS: (Major Investment Study). When the need for a major metropolitan transportation investment is identified and Federal funds are potentially involved, a major investment (corridor or sub-area) study is undertaken to develop or refine the plan. Upon completion, the MIS aids the area's Metropolitan Planning Organization (MPO), in cooperation with any participating agencies, on the design concept and scope of the investment.

MPO: See RTPA

Multi-Modal: Pertaining to the use of more than one mode of travel such as private vehicles, taxis, bicycles, mass-transit, para-transit, light and heavy rail, ferries, airplanes etc.

NHS: See Route Designation

NTN: See Route Designation

Non-attainment (pertaining to air quality): Identifies non-attainment status for CO (carbon monoxide), Ozone, and PM (particulate matter) within the subject air basin.

Overcrossing: (O/C) See Structures, Types of

PM: (MilePost Marker, Postmile or KP (Kilo Post). An 8" x 48" metal post marker along a State highway indicating a location using the postmile or designation. This is the distance in miles (or kilometers, in the case of Kilo Post measurements) that the given location is from the county line measuring from the south to the north or from the west to the east. Postmiles ascend in the northerly and easterly directions as determined by the route. The PM marker also includes an abbreviation for the County wherein its located (i.e., in Caltrans District 6: FRE = Fresno, KER = Kern, KIN = Kings, TUL = Tulare, MAD = Madera). As such, a PM marker located along SR 99 and displaying "MAD" and "6.25" would indicate that you are currently located in Madera County at a point 6.25 miles north of the Fresno/Madera County Line.

PROJECT PROGRAMMING: Separate programming documents prepared and adopted for somewhat different purposes, are required under State and Federal law. Transportation programming is the public decision making process that sets priorities and funds projects envisioned in long range transportation plans. It commits expected revenues over a multi-year period to transportation projects. Programming schedules high priority capital outlay projects for development and implementation. Programming documents include Federal, State, Regional and Metropolitan Transportation Plans, e.g., FTIP, ITIP, RTIP, SHOPP, STIP.

- **FTIP:** (Federal Transportation Improvement Program). To apply for federal highway funding a Federal statute requires MPOs to complete a Transportation Improvement Program. The MPO prepares the FTIP in cooperation with its member agencies (cities), its transit operators, State and Federal agencies, and with public involvement. The FTIP must by law be financially constrained and include a financial plan that demonstrates how projects can be implemented while the existing transportation system is being adequately operated and maintained. The FTIPs are in actuality a listing of planned Federally funded capital improvements to the regions' transit systems along with associated Federal operating assistance program and Federal Statewide Transportation Improvement Program (FSTIP).

- **ITIP:** (Interregional Transportation Improvement Program). The ITIP is Caltrans' equivalent to the RTIP (Regional Transportation Improvement Program) and consists of STIP projects funded from the Interregional Program share, which is 25% of new STIP funding. Caltrans' ITIP may nominate projects to the STIP only for the Interregional Program. The ITIP should be based on a Strategic Plan for implementing the Interregional Program. The ITIP should describe how proposed projects relate to the Strategic Plan and how the Strategic Plan would implement the California Transportation Commission's objectives. The ITIP includes both State highway and rail projects (potentially including mass transit guideway and grade separation projects).

- **PSR:** (Project Study Report). A pre-programming document required for project inclusion in the STIP.

- **PSSR:** (Project Scope Summary Report). An engineering report used to select candidate projects to be programmed in the State Highway Operation Protection Program (SHOPP). SHOPP funds are used primarily for rehabilitation, resurfacing and safety projects on State highways.

- **RTIP:** (Regional Transportation Improvement Program). After consulting with Caltrans, each Regional Transportation Planning Agency (RTPA) and/or County Transportation Commission (CTC) must prepare and submit an RTIP for regions with urbanized areas. Some urbanized RTPAs coincide with the Federal Metropolitan Planning Organizations (MPOs). Each regional agency is required to adopt and submit its RTIP to the CTC and to Caltrans. The CTC will utilize the RTIP to consider projects to be included in the State Transportation Improvement Program (STIP). The funds are available for a broad array of transportation improvement projects, including improving State highways, local roads, public transit, inter-city rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, soundwalls, etc.

- **SHOPP:** (State Highway Operation Protection Program). The SHOPP is a four-year program limited to projects related to State highway safety and rehabilitation. SHOPP funds are for major transportation capital improvements that are necessary to preserve and protect the State highway system. The SHOPP does not include projects that increase capacity. Most of the projects are for pavement rehabilitation, bridge rehabilitation, and traffic safety improvements. Other projects may include such things as operational improvements (e.g., traffic signalization) and roadside rest areas. Caltrans alone has full control of SHOPP funds.

- **STIP:** (State Transportation Improvement Program). Under California law, the STIP and SHOPP (State Highway Operations Protection Program) are the two primary documents through which the CTC commits and allocates funds to particular projects. In the year 2000 and thereafter, the STIP will be a four year plan with updates every two years. The STIP is a capital improvement program of transportation projects funded with revenues from the State Highway Account and other sources on and off the State highway system. The STIP includes a list of transportation projects, proposed in two broad programs, the regional program funded with 75% of new STIP funding and the interregional program funded from 25%. The STIP has two main funding components: the RIP (Regional Improvement Program), prepared by RTPAs and the IIP (Interregional Improvement Program) prepared by Caltrans.

ROW: (Right-of-Way). Denotes the *total* width allocated for a highway, including shoulders and adjacent land.

RCR: See TCR

Route Designations: Identifies whether or not the subject segment of a route is designated as being part of a system. Examples of systems include Freeway/Expressway System, Highways of Regional Significance, Interregional Highway System (IRRS), National Highway System (NHS), National Truck Network (NTN), and Terminal Access Route for the National Truck Network, Scenic Highway, or Strategic Highway Network (STRAHNET).

- **Freeway/Expressway System:** The Statewide system of highways declared by the Legislature to be essential to the future development of California. The F&E System has been constructed with a large investment of funds for the ability of control access, in order to ensure the safety and operational integrity of the highways.

- **IRRS:** (Interregional Road System) Caltrans developed an Interregional Road System Plan that identified projects which will provide the most adequate interregional road system to all economic centers in the State. IRRS is a series of Interregional State highway routes, outside the urbanized areas, that provide access to, and links between, the State's economic centers, major recreational areas, and urban and rural regions. Due to the high number of routes and capacity improvements needed on the IRRS, the most critical IRRS routes were identified as *High Emphasis Routes*. High Emphasis Routes are a priority for programming and construction and are critically important to interregional travel and the State as a whole. *Focus Routes* are a subset of the High Emphasis Routes. These routes represent 10 IRRS corridors that should be of the highest priority for completion to minimum facility standard in the 20 year period.

- **Lifeline Routes:** (Earthquake Emergency Response) A Lifeline Route is a route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open immediately following a major earthquake, or for which pre-planning for detour and/or expeditious repair and reopening can guarantee through-movement. The focus is on highly critical routes that allow for the immediate movement of emergency equipment and supplies into a region or through a region.

- **NHS:** (National Highway System) The purpose of the NHS is to provide an interconnected system of principal arterial routes which will serve major population centers, international border crossings, ports, airports, public transportation facilities and other intermodal transportation facilities. Additionally, such highways meet National defense requirements and serve to facilitate interstate and interregional travel. The NHS consists of 155,000 miles, (plus or minus 15 percent), of the major roads in the U.S. Included in the NHS are all interstate routes, a large percentage of urban and rural principal arterial, the defense strategic highway network, and strategic highway connectors.

- **NTN:** (National Truck Network) A list of truck route segments and their truck access designations (such as National Network (NN), Terminal Access, California Legal, Advisory, or Restricted) with each segment's beginning and ending post miles, and beginning and ending cross streets.

- **Regionally Significant:** A transportation corridor that serves regional transportation needs and would normally be included in the modeling of a metropolitan area's transportation network. Such corridors, at minimum, would include all principal arterial highways and all fixed guideway transit facilities located within the region.

- **Scenic Highway:** A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been so designated. These highways are identified in Section 263 of the Streets and Highways Code. For a highway to be considered *Officially Designated* the local jurisdiction is required to develop and adopt protection measures in the form of ordinances to apply to the area of land within the scenic corridor. Additions and deletions to the list of highways eligible for scenic designation can only be made through legislative action.

- **STAA Truck:** In 1982, the Federal government passed the Surface Transportation Assistance Act (STAA). This act requires states to allow certain longer trucks on a network of Federal highways, referred to as the National Network (NN). A STAA truck is, in many cases, longer than a "California legal" truck, and may operate only on specific highways in California.

- **STRAHNET:** (Strategic Highway Corridor Network) STRAHNET is a National system of public highways that are key elements in U.S. strategic policy. This network provides defense access, continuity, and emergency capabilities for movements of personnel and equipment during both peace time and war. STRAHNET is comprised of about 61,000 miles of highway, including the 45,400-mile system of Interstate and Defense Highways and 15,600 miles of other important public highways. STRAHNET "connectors" (about 1,700 miles) are additional highway routes linking over 200 important military installations and ports to the STRAHNET. Generally, these "connector" routes end at the port boundary or installation gate and are typically used only when moving personnel and equipment during a mobilization or deployment

- **Terminal Access Route:** Terminal Access (TA) routes are portions of State or local highways that Caltrans or a local government granted access to STAA trucks. The purpose of TA routes is to allow STAA trucks (1) to travel between NN routes, (2) to reach a truck's operating facility, or (3) to reach a facility where freight originates, terminates, or is handled in the transportation process.

RTIP: See Project Programming

RTP: (Regional Transportation Plan) The RTP is a comprehensive 20 year plan for the region, updated every four years by the regional transportation planning agency (RTPA). The RTP includes goals, objectives, and policies and recommends specific transportation improvements.

RTPA: (Regional Transportation Planning Agency) The RTPA is an association of city and county governments created to address regional transportation issues while protecting the integrity and autonomy of each jurisdiction. The RTPA serves as the forum for cooperative decision making by principal elected officials of general local government and is responsible for the preparation and adoption of a Regional Transportation Improvement Program (RTIP). There are 43 RTPAs in California. In smaller counties, usually the County Transportation Commission; in urban counties, usually the Metropolitan Planning Organization (MPO) is the RTPA. RTPAs produce the RTIPs for the approval of the California Transportation Commission (CTC).

- **MPOs and COGs:** RTPAs can be an MPO (Metropolitan Planning Organization) or a COG (Council of Governments) or all three. Some COGs also serve as MPOs, under Federal transportation rules, and this designation carries considerable power in allocating Federal and State funds for transportation projects. For example, Fresno COG is the MPO for Fresno County.

  According to U.S. Code, an MPO is the organization designated by the governor and local elected officials as responsible, together with the State, for preparing a comprehensive transportation plan for both highway and transit modes, with long range (10 – 20 years) and shorter range (five year) elements in an urbanized area (population 50,000 or greater). The major role of the MPO is to foster inter-governmental communications and cooperation, undertake comprehensive regional planning with an emphasis on transportation, provide for citizen involvement in the planning process and provide technical services to the member agencies. MPOs are created by elected officials of counties and their incorporated cities as a means of providing a cooperative body for the discussion and resolution of issues that go beyond their individual boundaries.

  State and Federal laws encourage such efforts. In each of these areas, MPOs act as a consensus-builder to develop an acceptable approach on how to handle problems that do not recognize jurisdictional boundaries.

Route Numbering: South-north state and interstate routes normally carry odd number designations (e.g. I-5, SR 43, SR 99 etc.) while west-east routes normally carry even number designations (e.g. I-10, SR 58, SR 168 etc.).

R/U: (Rural *or* Urban location) Areas designated as rural are those lying outside the U.S. Census urban area boundary with a population less than 2,500 (less than 5,000 population for Federal Aid highway purposes). Areas designated as urban are those lying inside the U.S. Census urbanized boundary.

Scenic Highway: See Route Designation

Separation: See Structures, Types of

SHOPP: See Project Programming

SR: (State Route) Highways within the State which are distinctively designed to serve intrastate and interstate travel.

STAA: See Route Designation

STIP: See Project Programming

STRAHNET: See Route Designation

STRUCTURES, Types of

- **Overcrossing:** (O/C) A configuration where the State highway crosses below the grade of a local road**.**
- **Separation:** (Sep) A configuration where a State highway crosses over a State highway.
- **Undercrosssing:** (U/C) A configuration where a State highway crosses above the grade of a local road.
- **Underpass:** A configuration where the State highway crosses below the grade of a railroad line**.**

TCR: (Transportation Concept Report) Formerly called a Route Concept Report or RCR, this document analyzes a transportation corridor service area, establishes a 20 year transportation planning concept, and identifies modal transportation options and applications needed to achieve the 20 year concepts.

TCRP: (Traffic Congestion Relief Program) The TCRP was enacted as part of AB 2928 (2000). Through the TCRP, the Governor and Legislature allocated $4.9 billion for projects to relieve congestion, provide safe and efficient movement of goods, improve intermodal connectivity, and make further investments in transit and rail facilities within the State.

Undercrossing: See Structures, Types of

Underpass: See Structures, Types of

UTC: (Ultimate Transportation Corridor) Highest predictable build-out beyond 20 years.

V/C: (Volume/Capacity ratio) A ratio of demand flow rate (volume) to capacity for a traffic facility. Also see Density.